

KANSAS STATE

U N I V E R S I T Y

**Basic Inspection
Workbook**

**Certified Inspector
Training Program**



Kansas Department of Transportation

Certified Inspector Training Workbook

Acknowledgement

Each of the sections of this manual were prepared by Construction Personnel of the Kansas Department of Transportation (KDOT) and contain information from the Standard Specifications for State Road and Bridge Construction, KDOT Construction Manual, KDOT Form Manual, KDOT CMS Manual, the Manual of Uniform Traffic Control Devices (MUTCD), and various other sources. This manual is not intended to replace any of the documents, but is intended as a training aid and reference for Certified Inspector Training. This manual should be used as a guide in preparation of documentation and other inspection activities only, for answers to project specific questions always refer to the latest edition of the documents mentioned, the contract, special provisions and plans for the project in question.

We wish to convey our appreciation to all contributors who assisted in the preparation of the manual.

BASIC INSPECTION

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Course objectives

- To prepare students to be able to have a basic understanding of a Contract
- Understand Change orders
- Become familiar with the Construction Manual and Documentation Manual



The Classes in this Series will be a broad overview of the different types of inspections at **KDOT**.

We will not tell you everything you need to know to be a good inspector. That only comes with time and experience.



You shouldn't try to memorize the specifications.

It is very important to learn how and where to find the material that you are looking for.



What you need to know at the end of this class

- * How to read a contract number**
- * Change Orders**
- * Diaries**
- * Errata sheets**
- * Hierarchy (what is most important - Plans, Specifications, Errata;)**
- * Determining working days**

Introduction



What you need to know continued

- Working days contract**
- Project Notes**
- Bulletin Boards**
- Inspector's authority and duties**
- Liquidated Damages**
- Progress Schedule**
- Added Work**

Introduction



E X A M Format

- Ten multiple choice questions.
- Test is open book and open notes.
- You must get 7 out of the 10 questions correct to pass. (70%)



Introduction

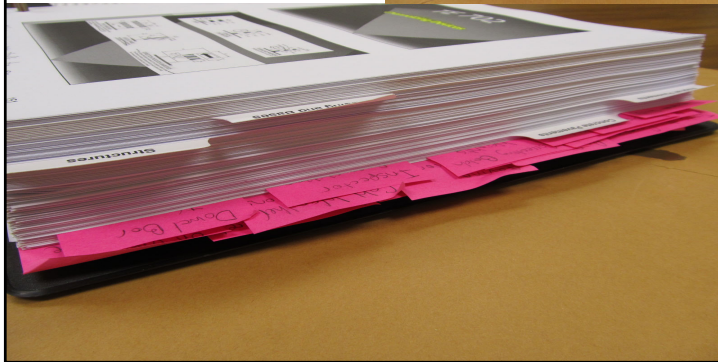
How to Pass This Class

- Relax – almost everyone passes.
- Concentrate on learn how to find the info.
- Today we are talking about Contract Administration – don't think about asphalt
- Use the method of marking important items down that works for you
- Some use post its, some use a Highlighter, some just take notes.



Introduction

Place tabs
in your
book



Books that will be used this week

Books that will be used –

- ✓ “2015 Standard Specification for State Road and Bridge Construction” – more commonly referred to as *“The Spec Book”*
- ✓ Construction Manual - Parts I, II, III and IV dated July 2014, and Part V dated 2018.
- ✓ CIT Manual – print your own copy

Introduction



Contract Administration

- **The Construction Manual**
- **Documentation**
- **Types of Change Orders**
- **Overview of a Contract**

Intro: Section 2



Contract Administration

- Brief History and Overview of KDOT
- Orientation of the 2015 Spec. Book
- Overview of Section 100 of the Spec. Book
- The Construction Manual
- Documentation
- Overview of a contract and change orders



Contract Administration

- **Brief History and Overview of KDOT**
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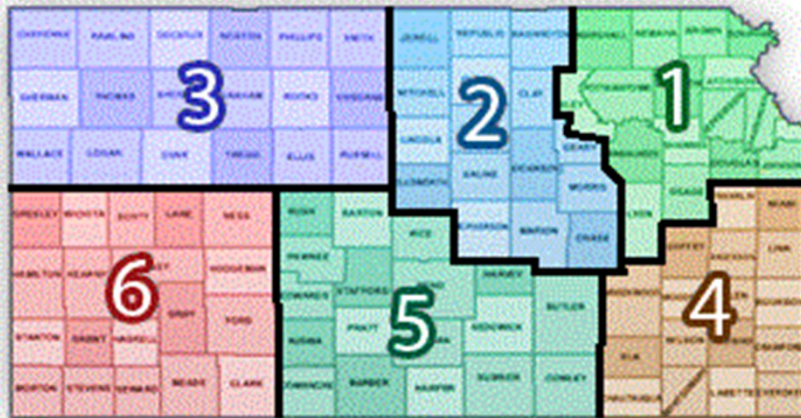
A Brief History and Overview of KDOT

• How did we get here?

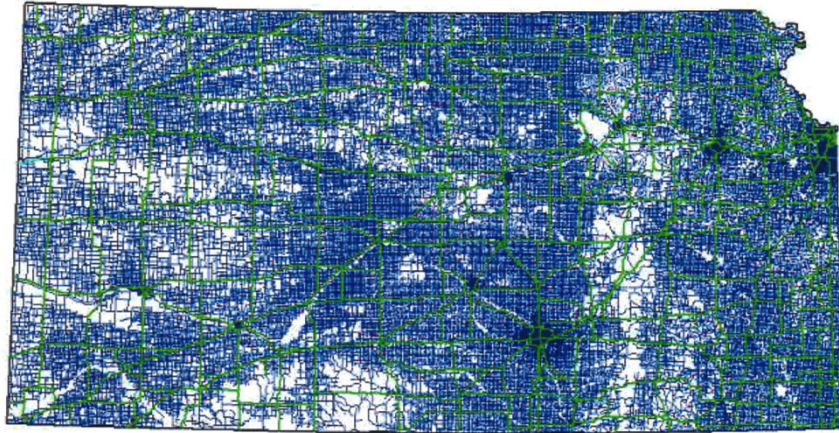
- **1837** – Military commission was created for the purpose of locating military roads between forts.
- **1917** – The State Highway Commission was created and consisted of three members: the governor, and two members appointed by him from districts defined by law.
- **1925** – The commission was repealed and was recreated consisting of three members appointed by the governor.
- **1927** – The membership of the commission was increased to six and the commission appointed a director.
- **1929** – Provision was made for the commission to establish rules and regulations governing the transaction of their business.
- **1933** – The director was appointed by the commission on the recommendation of the governor.
- **1975** – The State Highway Commission of Kansas became the Kansas Department of Transportation.



KDOT Districts



Public Roads in Kansas



Comparison of Public Road Miles and Population

State	Ranking	Miles	Land Area	Population	People/mile
Texas	1	313,657	261,226	27,862,596	88
California	2	180,800	155,766	39,250,017	217
Illinois	3	145,892	55,518	12,801,539	88
Kansas	4	142,046	81,823	2,907,289	20

(2016 data)



Contract Administration

- Brief History and Overview of KDOT
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Standard - Special – Project Special

- Standard Specifications – The current edition of the Kansas Department of Transportation's Standard Specifications for State Road and Bridge Construction
- Special Provisions – Approved additions or revisions to the standard specifications.
- Project Special Provisions – Approved additions or revisions to the standard specifications that address conditions particular to an individual project.



15-PS0360-R2

15-PS0360-R2
Sheet 1 of 7

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, 2015 EDITION**

Delete SECTION 901 and replace with the following:

SECTION 901

STORMWATER POLLUTION MANAGEMENT

901.1 DESCRIPTION

Design, implement, inspect and maintain appropriate best management practices to minimize or eliminate erosion, sediment and other pollutants in stormwater runoff from the project.

BID ITEMS

SWPPP Design
SWPPP Inspection
Water Pollution Control Manager
Stormwater Compliance Disincentive Assessment

UNITS

Lump Sum
Each
Each
Lump Sum

901.2 MATERIALS

None Required.



Errata Sheet

- Found in Every Contract
 - Identifies Errors:
 - Add/correct page numbers
 - Identifies Omissions:
 - Electronic Design Files
 - Identifies Updates in the Spec Book
 - Section 214 – Replace ASTM A82 with ASTM A1064



15-ER-1-R20

15-ER-1-R20
Sheet 1 of 14

ERRATA SHEET FOR STANDARD SPECIFICATION BOOK FOR STATE ROAD AND BRIDGE CONSTRUCTION, EDITION 2015

SECTION 101 DEFINITIONS AND TERMS

Page 100-4, subsection 101.3. Add the following:

ELECTRONIC DESIGN FILES - One or more of the following files that KDOT furnishes to the Contractor in electronic form:

- Base file (plan view of entire project length);
- Cross Section Stack files (vertical layout of cross sections);
- Existing Ground Survey (existing ground contours in three-dimensions);
- Cross Section Sheet Files (final cross section sheets)
- Vertical Alignment description files
- Existing & Proposed Horizontal Alignment description files
- Cross Section Report files
- Superelevation description files
- Existing and Proposed Three-Dimensional Surfaces
- Three-Dimensional Line String File



Orientation of the 2015 Spec. Book

- Table of Contents
- Construction Division
- Materials Division
- Index



Construction Division

- Div. 100 General Clauses and Covenenats
- Div. 150 Equipment
- Div. 200 Earthwork
- Div. 300 Stabilized Subgrade, Base and Shoulders
- Div. 400 Concrete
- Div. 500 Rigid Pavement
- Div. 600 Flexible Pavement
- Div. 700 Structures
- Div. 800 Incidental Construction
- Div. 900 Roadside Improvement, Planting and Seeding

*NOTE: There is not a Div. 1000



Materials Division

- Div. 1100 Aggregates
- Div. 1200 Asphalt Materials
- Div. 1300 Brick and Concrete Masonry Units
- Div. 1400 Concrete Admixtures and Curing Materials
- Div. 1500 Joint Sealing and Joint Filler Materials
- Div. 1600 Ferrous and Non-Ferrous Metals
- Div. 1700 Miscellaneous Materials
- Div. 1800 Paint Materials and Mixed Paints
- Div. 1900 Culvert, Sewer and Underdrain Pipe



Materials Division – continued

- Div. 2000 Portland Cement, Lime and Fly Ash
- Div. 2100 Materials for Roadside Improvements
- Div. 2200 Reflective Materials and Accessory Items
- Div. 2300 Timber, Lumber, Piling and Posts
- Div. 2400 Water
- Div. 2500 Miscellaneous Methods of Tests
- Div. 2600 Materials Certifications



Index

- Index tab in the Spec. Book
 - Index of Pay items (Front)
 - Starts on I-1
 - Subject Index (Back)
 - Starts on I-11



Subject Index

- Guardrail and Guideposts
 - Page 800-75

Found on Page I-18



Index of Pay Items

• Guardrail End Terminal	800-75	I-4
• Guardrail Posts	800-75	I-5
• Guardrail, Cable	800-75	I-5
• Guardrail, Reconstruction of Cable	800-75	I-5
• Guardrail, Reconstruction of Steel Plate	800-75	I-5
• Guardrail, Removal and Reconstruction of Cable	800-75	I-5
• Guardrail, Removal and Reconstruction of Steel Plate	800-75	I-5
• Guardrail, Removal of Cable	800-75	I-5
• Guardrail, Removal of Steel Plate	800-75	I-5
• Guardrail, Removal of Timber	800-75	I-5
• Guardrail, Steel Plate	800-75	I-5
• Guardrail, Steel Plate (Temporary)	800-75	I-5



Find the Spec. - Practice problems

You are inspecting the clearing and grubbing operation on a project. The contractor encounters a 4" high stump in an area where the proposed finish grade is 5' higher than the existing ground.

Does the contractor need to remove the stump?



Find the Spec. - Practice problems

You are inspecting a chip seal operation on a project. The width of each lane is 11', and the contractor plans to use 2 pneumatic rollers (each 6' wide) to embed the cover material.

By spec, is this allowed?



Find the Spec. - Practice problems

You are inspecting the installation of sanitary sewer pipe under a new highway. The contractor has requested to use Polyethylene (PE) pipe.

By spec, is this allowed?



Find the Spec. - Practice problems

The contractor plans to store his equipment within 50' of a low water crossing that is currently dry.

Is this allowed?



This Concludes Part 1



Contract Administration

- Brief History and Overview of KDOT
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**ERRATA SHEET FOR STANDARD SPECIFICATION BOOK FOR STATE
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- Existing & Proposed Horizontal Alignment description files
- Cross Section Report files
- Superelevation description files
- Existing and Proposed Three-Dimensional Surfaces
- Three-Dimensional Line String File

These files are not considered Contract Documents or Exploratory Work Documents.

Page 100-6, subsection 101.3, delete the definition for MEDIAN, and replace with the following:

Median - The area between the inside edges of pavement of two parallel roadways (including the inside shoulders).

Page 100-6, subsection 101.3. Delete the definition for PART V, and replace with the following:

Part V (2018 version) of the KDOT Construction Manual which primarily refers to materials and tests for materials used in the project. Part V (2018 version) is a Contract Document.

**SECTION 105
CONTROL OF WORK**

Page 100-42, subsection 105.9, add the following:

e. Timely Submittal. Provide subcontractor approval forms to the Field Engineer at least 5 business days prior to subcontractor starting work. If the Contractor desires the subcontractor approval forms to be reviewed in less than 5 business days, notify the Field Engineer that the time for review and approval is critical. While KDOT will attempt to accommodate the Contractor's time frame, KDOT makes no guarantee that KDOT will complete the review process in less than 5 business days.

f. Timely Review. Within 5 business days after the Contractor has provided subcontractor approval forms to the Field Engineer, the Field Engineer will review and either approve or reject the subcontractor approval forms. If rejected, correct and resubmit revised subcontractor approval forms for the Engineer's approval. Allow the Field Engineer a reasonable time (or "at least 5 business days") for subsequent review and approval. The Contractor assumes all risk of delay incurred for revisions and the Engineer's review of these revisions.

**SECTION 152
HAULING AND WEIGHING EQUIPMENT**

Page 150-4, subsection 152.2, second paragraph:

- The weighing devices shall be accurate to within 0.50% throughout the range of use.

**SECTION 154
CONCRETE PAVEMENT AND CONCRETE STRUCTURE EQUIPMENT**

Page 150-9, delete subsection 154.3 Subgrade Trimmers.

**SECTION 155
ASPHALT SURFACING AND ASPHALT RECYCLING EQUIPMENT**

Page 150-14, delete subsection 155.6b.(2)(b) and replace with the following:

(b) Reclaimed Asphalt Pavement (RAP) Material Conveyor. If the plant is used for recycling, a dual weighing system is required to control delivery of virgin aggregate and RAP material to the drum. Equip the system with interlocking mechanisms that shall accurately deliver virgin aggregates and RAP material in proper proportions. Belt scales for the RAP material shall comply with **subsection 155.6b.(2)**.

**SECTION 157
OTHER EQUIPMENT**

**Page 150-19, add the following:
157.4 SUBGRADE TRIMMERS**

Use a standard manufacture rotary drum subgrade trimmer that is automatically controlled (from a reference system) in regard to both line and grade.

**SECTION 205
EXCAVATION AND EMBANKMENT FOR HIGHWAYS**

Page 200-18, subsection 205.4j., delete the tenth paragraph on the page (Where a grass median...) and replace with the following:

Where grass is to be planted, do not place any rock excavation material or shale in the top 18 inches of the area. Construct the top 18 inches with earthen material suitable for growth of vegetation.

**SECTION 214
MECHANICALLY STABILIZED EARTH FILL**

Page 200-29, subsection 214.2e. replace "ASTM A82" with " ASTM A1064" throughout entire subsection.

**SECTION 501
PORTLAND CEMENT CONCRETE PAVEMENT**

Page 500-4, subsection 501.3, delete third line and replace with the following:

Reinforcing SteelDIV 1600/SEC 711

Page 500-20, delete 501.5h.(3) and replace with the following:

(3) Compressive Strength Quality Index (Q_s) Computation. Calculate Q_s for each lot as shown in Section 5.2.1-Statistics, Part V, using the following definitions, and round to hundredths.

Where: \bar{X} is the average measured compressive strength of all QC core samples representing a lot, rounded to 1 psi.
 LSL is the lower specification limit for compressive strength and is defined as 3900 psi.
 S is the sample standard deviation of the compressive strength of all QC samples representing a lot, rounded to the hundredth.

**SECTION 502
 PORTLAND CEMENT CONCRETE PAVEMENT**

Page 500-23, subsection 502.3, delete third line and replace with the following:

Reinforcing SteelDIV 1600/SEC 711

**SECTION 601
 ASPHALT APPLICATION TEMPERATURES**

Page 600-1, subsection 601.1, delete TABLE 601-1 and replace with the following:

TABLE 601-1: ASPHALT APPLICATION TEMPERATURES				
TYPE AND GRADE	TEMPERATURE RANGE (°F)			
	Spraying		Plant Mixing	
	Min.	Max.	Min.	Max.
Asphalt Binder	275	340	*	*
Cutback Asphalt, MC 30	88	125	88	125
Cutback Asphalt, MC & RC 70 & 250	125	200	125	200
Cutback Asphalt, MC & RC 800 & 3000	150	250	150	250
Asphalt Rejuvenating Agent, ARA	70	150	70	150
Emulsified Asphalt, CRS-1H, RS-1H, SS-1HP, CMS-1, MS-1, HFMS-1, RS-1HP, CRS-1HP	100	180	100	180
Emulsified Asphalt, SS-1H, CSS-1H	None	150	None	150
Emulsified Asphalt, CSS-1HM, CSS-Special	None	120	None	120
EBL	120	180	NA	NA

* Use the Producer's recommended mixing temperature range.

**SECTION 605
 SURFACE RECYCLED ASPHALT CONSTRUCTION**

Page 600-43, delete subsection 605.3e.(2) and replace with the following:

(2) Operation Number 2. Use an asphalt paver equipped with automatic grade control to spread and finish the amount specified of the new asphalt surface material. **SECTIONS 601 and 602** apply. If a HMA overlay is included in the contract, place the HMA and surface recycle concurrently without remixing or blending the two.

**SECTION 608
 CHIP SEALS**

Page 600-50, subsection 608.3e., delete the first paragraph and replace with the following:

Immediately following the application of the asphalt material, spread cover material with a self-propelled aggregate spreader in quantities designated in the Contract Documents. Operate the aggregate spreader and haul trucks

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

SECTION 108

PROSECUTION AND PROGRESS

Page 100-65, delete subsection 108.2b. and replace with the following:

b. Project Progress Meeting. At least once a month, hold a Project progress meeting with the Engineer, Inspectors, and any other government owners (not KDOT) involved in the Project. Invite subcontractor personnel as well as other third parties which may affect the Contractor's progress. If necessary, hold Project progress meetings weekly or bi-weekly. These meetings allow the parties to discuss upcoming work, discuss anticipated problems, determine inspection requirements, review schedules, and review punch list items (see **subsection 104.21**) among other things. Notify the District Engineer if KDOT personnel are not attending Project progress meetings.

Page 100-68, delete subsections 108.5 c.(2) and (3) and replace with the following:

(2) Every Saturday on which the Contractor or a subcontractor chooses to work and is able to work on the CIOW (regardless of whether the Contractor or subcontractors perform work on the CIOW). Exceptions: Do not charge a working day or cleanup working day if the only work performed is for temporary erosion and sediment control maintenance or corrective actions from SWPPP Inspection. Do not charge a working day or cleanup day if the only work performed does not require inspection by the Engineer.

(3) Every Sunday or legal holiday on which the District Engineer allows the Contractor or a subcontractor to perform work requiring inspection (regardless of the type of work or the time spent working). Exceptions: Do not charge a working day or cleanup working day if the only work performed is for temporary erosion and sediment control maintenance or corrective actions from SWPPP Inspection. Do not charge a working day or cleanup day if the only work performed does not require inspection by the Engineer.

Page 100-68, subsection delete subsection 108.5d.(2) and replace with the following:

(2) States Delay Days. States delay days are days in which the Contractor or subcontractors cannot work on the CIOW because of a Contract Change or other act or omission for which KDOT, any LPA, or another government entity (not KDOT) is responsible. State's delay days include days on which the Contractor is awaiting a final punch list under **subsection 104.21** when the final punch list is the CIOW and the 5 business days allowed to prepare the final punch list has expired.

Page 100-68, subsection delete subsection 108.5d.(3) and replace with the following:

(3) Piling Delivery. The Engineer will not charge working days on days the Contractor or subcontractor awaits the arrival of permanent piling if:

- the contract requires test piles;
- the bridge Contractor or subcontractor ordered the permanent piling immediately after driving the test piles; **and**
- piling installation is the CIOW.

Page 100-70, subsection 108.8c.(2), change "10 business days" to "5 business days".

Page 100-72, subsection 108.8d., delete TABLE 108-1, and replace with the following:

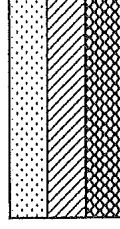
TABLE 108-1: TABLE OF LIQUIDATED DAMAGES			
Original Contract Amount Range		Amounts of Liquidated Damages to be Deducted for Each Day Over Contract Time, Project Open Time or Cleanup Time	
		Condition at End of Working Days, Calendar Days, Calendar Completion Date, Cleanup Time	
		Project Not Complete after Contract Time Expires under 108.4a.(1) or Project Not Open to Unrestricted Traffic after Project Open Time Expires under 108.4a.(2)*	Project Open to Unrestricted Traffic, but not Completed after Cleanup Time Expires under 108.4a.(2)
		(A)	(B)
\$0.00	\$500,000.00	\$900.00	\$450.00
\$500,000.01	\$1,000,000.00	\$1,200.00	\$600.00
\$1,000,000.01	\$2,500,000.00	\$1,400.00	\$700.00
\$2,500,000.01	\$5,000,000.00	\$1,600.00	\$800.00
\$5,000,000.01	\$10,000,000.00	\$2,000.00	\$1,000.00
\$10,000,000.01	\$25,000,000.00	\$4,000.00	\$2,000.00
Over \$25,000,000.00		\$4,000.00	\$2,000.00

*Or Not Available to the Next Contractor, when applicable.

11-04-19 C&M (SKE)
 Apr-2020 Letting

Determining Liquidated Damages

	Time Frame		
	Contract time	Cleanup time	Damage Time
1 or more lanes closed			
NOT open to unrestricted traffic			
Lanes were opened to unrestricted traffic, then reclosed for more work.			
Lanes open to unrestricted traffic, but project remains incomplete			
Project is complete and all lanes are open to unobstructed continuous traffic flow.			



No LD charged
 LD (A) charged
 LD (B) charged

- * Liquidated Damages will Not be charged on Sundays and/or Legal Holidays
- * "Unrestricted traffic" means that all roadways (lanes, turn lanes, ramps, side roads, medians, shoulders etc) are open to unobstructed continuous traffic and required safety flow with temporary or permanent striping, temporary or permanent signing features such as guardrail and traffic control devices in place and operational.
- * "Unobstructed continuous traffic flow" means traffic is in final lane configurations and there are no lane closures.

Liquidated Damages

Example #1

Contract #514112082 was let to ABC Construction Company in the amount of \$1,326,987.02.

The contractor had 3 change orders for extra work but no extra time was added to the working days.

The project had 210 working days and the inspector in charge of the project charged 220 days before the project was open to unrestricted traffic.

What are the number of clean-up days allowed?

Should liquidated damages be charged?

What is the final \$ amount of liquidated damages to be charged?

Example #2

Contract #510012172 was let in July of 2017 to XYZ Const. Co. in the amount of \$2,567,100.03.

The contract has three final change orders created for this project:

1. Change order #1 was for \$-3,000.00.
2. Change order #2 was for \$250.00.
3. Change order #3 added 2 additional working days to the contract.

The original contract had 175 working days. By specification, how many clean-up days are allowed?

The contractor used all 177 working days and 8 cleanup days before the road was open to unrestricted traffic. The contractor took 4 days past the allowed clean-up days before the project was accepted.

What is the final \$ amount of liquidated damages to be charged?

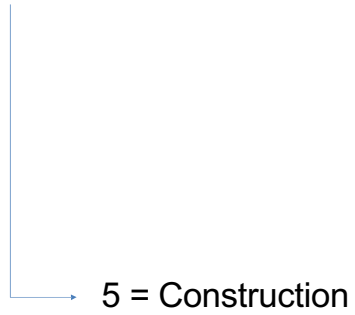


CONTRACT NUMBERS
520112262

Overview of a Contract

CONTRACT NUMBERS

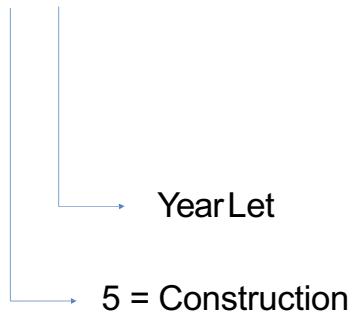
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Overview of a Contract

CONTRACT NUMBERS

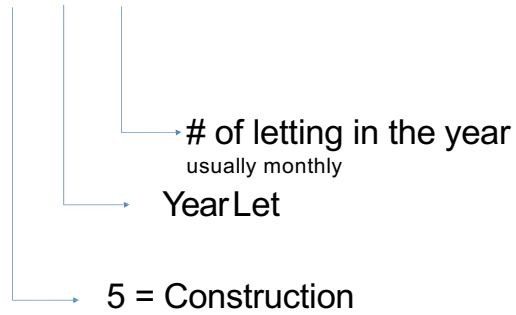
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Overview of a Contract

CONTRACT NUMBERS

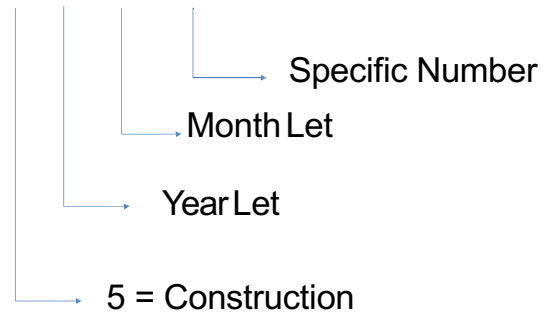
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Overview of a Contract

CONTRACT NUMBERS

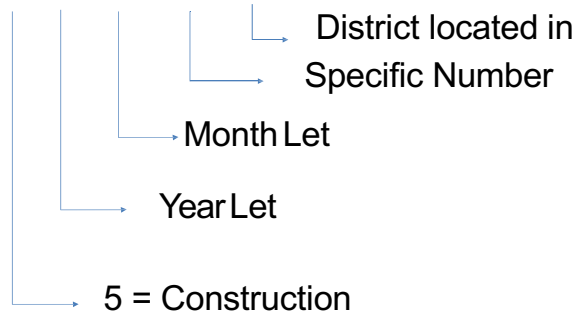
5 20 11 226 2



Overview of a Contract

CONTRACT NUMBERS

5 20 11 226 2



Overview of a Contract

PROJECT NUMBERS

24 - 62 KA 3963 -01

Overview of a Contract

PROJECT NUMBERS

24 – 62 KA 3963 - 01

Road Number

Overview of a Contract

PROJECT NUMBERS

U24 – 62 KA 3963 - 01

Road # should not
be omitted.

Overview of a Contract



PROJECT NUMBERS

24 - 62 KA 3963 - 01

Road# ←

County ←

Overview of a Contract

PROJECT NUMBERS

24 - 62 KA 3963 - 01

This is
a specific
County
number

What if the project
is located in
multiple counties?

Overview of a Contract



PROJECT NUMBERS

24 - 106 KA 3091 - 01

County code

If there are multiple counties a code of 106 is assigned.

Overview of a Contract

PROJECT NUMBERS

24 - 62 KA 3963 - 01

Road#

County

Contract Type

Overview of a Contract



Types of Contracts

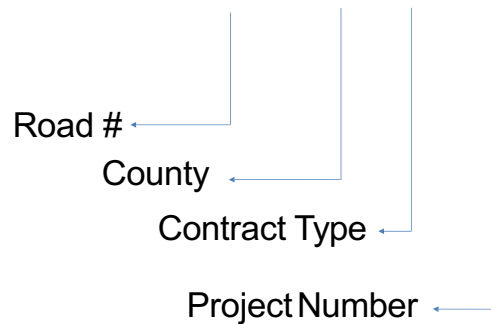
- **KA** – Typical Construction project can be state and/or federally funded.
- **C** – County projects
- **U** – Urban projects
- **TE** – Transportation Enhancement projects (traffic signals, walking and/or biking trails)
- **X** – Railroad projects (installation of lights and crossing arms, crossing replacement)



Overview of a Contract

PROJECT NUMBERS

24 - 62 KA 3963 - 01



Overview of a Contract

PROJECT NUMBERS

24 - 72 KA 3963 - 01

Road #

County

Contract Type

Project Number

Phase

Overview of a Contract

- **70-85 KA 4111-01**
- **53 X 5084-01**
- **27 C 4833-02**
- **81-75 U 5643-01**
- **59 TE 4119-01**

Overview of a Contract



KANSAS DEPARTMENT OF TRANSPORTATION

CONTRACT

This Agreement, Entered into this day of 12/17/2020 by and between the Secretary of Transportation of the State of Kansas referred to as Secretary, and **02006 KING CONSTRUCTION COMPANY INC & SUBSIDIARIES, HESSTON, KS, 67562-9849** and his - her - their - heirs, executors, administrators, successors, or assigns, referred to as Contractor, for the construction of the project:

No. **U024-062 KA 3963-01 / NHPP-A396(301)** County

The parties agree, that for the consideration stated in the contract furnish all labor and material required to perform and complete in a workmanlike manner all the work in conformity with the plans and specifications as required by the terms of this contract. The parties understand and agree the essential contract documents for this contract are the attached proposal, contract form and contract bond, specifications which include, but are not limited to, the 2015 Standard Specifications for State Road and Bridge Construction, special provisions and general and detailed plans which are incorporated and made a part of the contract.

SECRETARY OF TRANSPORTATION OF THE STATE OF KANSAS

By [Signature] 12-17-2020

Title Deputy Secretary and State Transportation Engineer
Contractor **02006 KING CONSTRUCTION COMPANY INC & SUBSIDIARIES**

By [Signature]
Title **Todd Alan Rankin, Attorney-in-Fact**

REV. 12/15

D.O.T. Form No. 204

Letting 11/18/2020

Kansas Department of Transportation

Project No. U024-062 KA 3963-01
Contract No. 520112262

U024-062 KA 3963-01 NHPP-A396 (301)

CONTRACT PROPOSAL

DOT Form No. 202 Rev. 02/19

Contract ID: **520112262**

1. The Secretary of Transportation of the State of Kansas [Secretary] will accept only electronic internet proposals from prequalified contractors for construction, improvement, reconstruction, or maintenance work in the State of Kansas, said work known as Project No.:

U024-062 KA 3963-01 / NHPP-A396(301)

The general scope, location and net length are:

GRADING, BRIDGE & SURFACING, US-24: BRIDGE #048 OMLBERRY CREEK 11.15 M E OF R-128 IN MC CO. LGTH IS 0.095 M.

2. This is the Proposal of **02006 KING CONSTRUCTION COMPANY INC AND SUBSIDIARIES** [Contractor] to complete the Project for the amount set out in the accompanying Unit Prices List.

3. The Contractor makes the following ties and riders as part of its Proposal in addition to state ties, if any:

4. Contractors and other interested entities may examine the Bidding Proposal Form/Contract Documents (see paragraph 11 below) at the County Clerk's Office in the County in which the Project is located and at the Kansas Department of Transportation [KDOT] Bureau of Construction and Materials, Eisenhower State Office Building, 700 SW Harrison, Topeka, Kansas 66603. Contractors may examine and print the Bidding Proposal Form/Contract Documents by using KDOT's website at <http://www.kdot.com> and choosing the following selections: "Doing Business", "Bidding & Letting" and "Proposal Information", and using the links provided in the Project information for this project. KDOT will not print and mail paper copies of Proposal Forms. Contractors shall notify KDOT of their intent to bid as a prime contractor by identifying themselves as a Bid Holder on the website above. Contractors shall furnish this notice no later than the close of business on the Monday preceding the scheduled Letting Date. For a fee, Contractors and other interested entities may order paper copies of the KDOT Standard Specifications for State Road and Bridge Construction, 2015 Edition, [Standard Specifications] by using KDOT's website of <http://www.kdot.com> and choosing the following selections: "Doing Business", "Bidding & Letting" and "Specifications".

5. Contractors shall use the AASHTO's Project Bids software in combination with the electronic bidding system file created for the Project with Project Bids software [ERSX file] to generate an electronic internet proposal. The Project Bids software and Project ERSX file are available on Bid Express' website at <http://www.bidx.com>

Contractor KING CONSTRUCTION COMPANY INC

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Check 9128712012

6. Contractors shall only use the Project Bids software to create a proposal and submit an electronic internet proposal to KDOT using the Bid Express website at <http://www.bidx.com>.

7. The KDOT Bureau of Construction and Materials will only accept electronic internet proposals on-line using Bid Express until 1:00 P.M. Local Time on the Letting Date. KDOT will open and read these proposals at the Eisenhower State Office Building, 700 SW Harrison, Topeka, Kansas 66603 at 1:30 P.M. Local Time on the Letting Date. An Audio Broadcast of the Bid Letting is available at <http://www.kadot.org/bureaumat/audit/aan>.

8. The Contractor shall execute a contract for the proposed work within ten (10) business days after notice of the award of the contract.

9. The Contractor shall complete the work within 190 working days and number of cleanup days allowed by Standard Specifications, subsection 108.4.

10. The Contractor shall complete the Project according to the plans, Standard Specifications, provisions identified in the Special Provision List and all other Contract Documents identified in Standard Specifications subsection 101.3.

11. The undersigned declares that the Contractor has carefully examined the Bidding Proposal Form for the Project. The Contractor understands the following:

A. The Bidding Proposal Form consists of the following documents: the Project EBSX files on the Bid Express website (which includes DOT Form 202, required contract provisions, and the Unit Prices List), special provision list, project special provisions, special provisions, Standard Specifications, plans, exploratory work documents, any additional contract information, any addenda, all questions and answers posted on the Bid Express website, and any amendments the Secretary provides for the Project. The Contractor can obtain these documents at KDOT's website (see paragraph 4).

B. The special provision list identifies all required contract provisions, project special provisions and special provisions that apply to the Project.

C. The Bidding Proposal form becomes the Contractor's Proposal after the Contractor completes the EBSX file, electronically signs the Proposal where required on DOT Form 202, and submits the completed EBSX file documents and bid bond to KDOT using Bid Express. The special provision list, project special provisions, special provisions, Standard Specifications, plans, exploratory work documents, any additional contract information, all questions and answers posted on the Bid Express website, and any addenda are incorporated by reference into the Proposal. These documents are part of the Contractor's Proposal.

D. In electronically signing this Proposal, the Contractor waives the right to claim that the Contractor misunderstood the contents of the Proposal or the procurement process.

12. The Contractor has inspected the actual location of the work. The Contractor has determined the availability of materials. The Contractor has evaluated all quantities and conditions. In electronically signing this Proposal, the Contractor waives the right to claim that the Contractor misunderstood the scope of the work.

13. SPECIAL PROVISIONS REQUIRING INFORMATION. The following Required Contract Provisions (I-XVI) require the Contractor to furnish information. The current versions of these provisions are contained in the Project EBSX file. Some or all of these apply to the Project as indicated in the Special Provision List. The Contractor shall complete these provisions within the EBSX file. When these documents are required, the Secretary will reject proposals that fail to contain completed Provisions I, II, III or IV in the EBSX file, and may reject proposals that fail to contain completed Provisions V, VI, VII, VIII, IX, X, XI, XII, XIII, XIV, XV, or XVI in the EBSX file.

- I. 08-10-66 Certification-Noncollusion & History of Debarment
- II. 04-30-82 Certification-Financial Prequalification Amount
- III. 04-26-90 Declaration-Limitations on Use of Federal Funds for Lobbying
- IV. 07-19-80 DBE Contract Goal
- V. 08-04-92 Certification-Contractual Services with a Current Legislator or a Current Legislator's Firm
- VI. 10-10-00 Price Adjustment for Fuel
- VII. 08-08-01 Furnishing and Planting Plant Materials
- VIII. 06-01-06 Price Adjustment for Asphalt Material
- IX. 03-18-07 Repair (Structures)
- X. 08-31-09 Price Adjustment for Emulsified Asphalt
- XI. 11-15-17 Electric Lighting System Unit Cost
- XII. 04-06-09 ITS Unit Cost
- XIII. 08-17-16 Water System Unit Cost
- XIV. 06-19-19 Sanitary Sewer System Unit Cost
- XV. 01-01-18 Smart Work Zone System Unit Cost
- XVI. 01-01-11 Kansas Department of Revenue Tax Clearance Certificate

14. The funding source for this Project is FEDERAL/STATE. On Projects involving City or County funds, the Secretary acts as the Agent of the City or County and as the administrator of federal or state funds. Each governmental entity's responsibilities are described in a contract between the entities which is available on request.

15. FEDERAL AID DOCUMENTS INCLUDED IN PROPOSAL. If the Project is supported in whole or in part by Federal funds, the latest revisions of the following provisions (I - VI) also apply to the Project. These documents are not included in the Project EBSX file but are accessible on KDOT's website and incorporated by reference into the proposal like other provisions and the exploratory work documents.

- I. 11-03-80 Affirmative Action For EEO
- II. 11-15-96 Affirmative Action & EEO Policies
- III. 09-06-94 U.S. DOT Fraud Hotline
- IV. FHWA-1273 Federal-Aid Required Contract Provisions
- V. 03-10-06 Use of DBE As Aggregate Supplier/Regular Dealer
- VI. 07-18-80 Use of DBE

16. The Secretary reserves the right to reject any and all proposals and to waive any or all technicalities.

17. SIGNATURE SECTION:

A. Electronic Internet Proposal

The person submitting the electronic internet proposal, on the Contractor's behalf, shall be the person whose digital identification is used to submit this Proposal. That person shall complete paragraphs B and C. The person whose digital identification is used to electronically sign this Proposal binds the Contractor to this Proposal and binds the named individual to the certification in paragraph B.

B. Certification

I CERTIFY THAT I AM AUTHORIZED TO REPRESENT THE CONTRACTOR IN PREPARING AND PRESENTING THIS PROPOSAL. I CERTIFY UNDER PENALTY OF PERJURY THAT THE FOREGOING (INCLUDING BUT NOT LIMITED TO THE INFORMATION CONTAINED IN THE SPECIAL PROVISIONS REFERENCED IN PARAGRAPH 13) IS TRUE AND CORRECT.

EXECUTED ON 11/18/2020

C. Signature

Number of company or joint venture: 02006

Name of company or joint venture: KING CONSTRUCTION COMPANY INC AND SUBSIDIARIES

Name of person signing: Donald L King

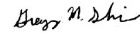
Title of the person signing: President

Signature: Electronic Internet Proposal

RELEASED FOR CONSTRUCTION:

Date: 12/17/2020

Chief of Construction and Materials



KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION LIST

PAGE: 1
DATE: 10/16/20

STATE PROJECT NO: U024-062 KA 3963-01 STATE CONTRACT NO: 520112262

FEDERAL PROJ. NO: NHP-A396(301)

PRIMARY DISTRICT: 2 PRIMARY COUNTY: MITCHELL

DESCRIPTION: GRADING, BRIDGE & SURFACING, US-24, BRIDGE #048 (MULBERRY CREEK) 11.15 M E OF K-128 IN MC CO. LGTH IS 0.955 M.

NOTE: THE FOLLOWING LIST OF SPECIAL PROVISIONS ARE FOR THIS PROJECT. OMISSION OF ALL OR PART OF A SPECIAL PROVISION IN THE ATTACHED PROPOSAL (CONTRACT) DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR OBTAINING THE COMPLETE PROVISION AS LISTED.

PROVISION NO.	DESCRIPTION
08-10-66-R05	REQUIRED CONTRACT PROVISION-NONCOLLUSION / HISTORY-DEBARMENT
04-30-82-R07	REQUIRED CONTRACT PROVISION-FINANCIAL PREQUALIFICATION
08-04-82-R03	REQUIRED CONTRACT PROVISION-CONTRACTUAL SERVICES-LEGISLATOR
04-25-80-R05	REQUIRED CONTRACT PROVISION-LIMITS OF FED FUNDS FOR LOBBYING
10-10-00-R09	REQUIRED CONTRACT PROVISION-PRICE ADJUSTMENT FOR FUEL
05-01-05-R01	REQUIRED CONTRACT PROVISION-PRICE ADJUSTMENT FOR ASPHALT
07-18-80-R13	REQUIRED CONTRACT PROVISION-DBE CONTRACT GOAL
11-03-80-R09	REQUIRED CONTRACT PROVISION-NOTICE FOR AFFIRMATIVE ACTION
11-15-95-R05	REQUIRED CONTRACT PROVISION-EEEO REQUIREMENT
07-01-11-R11	REQUIRED CONTRACT PROVISION - BOYCOTT OF ISRAEL PROHIBITED
KSD0201022M1	MINIMUM WAGE RATE (MITCHELL COUNTY) (5-8-20)
01-01-11-R01	REQUIRED CONTRACT PROVISION-TAX CLEARANCE CERTIFICATE
09-08-94-R01	NOTICE TO CONTRACTORS (USDOT HOTLINE)
PHMA-1273	REQUIRED CONTRACT PROVISION-FEDERAL-AID CONSTRUCTION CONTRACTS
03-10-05-R01	REQUIRED CONTRACT PROVISION-DBE SUPPLIERS/REGULAR DEALERS
07-18-80-R29	REQUIRED CONTRACT PROVISION-UTILIZATION OF DBES
15-ER-1-R20	ERRATA SHEET FOR STD SPEC BOOK FOR RD & BR CONST., 2015 ED
03-01-18	POLICY AGAINST SEXUAL HARASSMENT
15-01002	INFORMATION TO CONTRACTORS (STATUS OF UTILITIES)
15-01008-R02	FUEL ADJUSTMENT
15-01009-R01	ASPHALT PRICE ADJUSTMENT
15-01011-R06	ENVIRONMENTAL CONCERNS - MIGRATORY BIRD TREATY ACT
15-01015-R03	PROSECUTION AND PROGRESS
15-01017	CARGO PREFERENCE ACT
15-01018	CONTROL OF MATERIALS
15-01019-R02	CONTROL OF WORK
15-01021-R03	BIDDING REQUIREMENTS AND CONDITIONS
15-01022-R04	SCOPE OF WORK
15-01023	BIDDING REQUIREMENTS AND CONDITIONS
15-01024	AWARD AND EXECUTION OF CONTRACT
15-02001	REMOVAL OF EXISTING STRUCTURES
15-04002	STRUCTURAL CONCRETE
15-04003	ON GRADE CONCRETE
15-04005-R01	GENERAL CONCRETE
15-05002-R01	PORTLAND CEMENT CONCRETE PAVEMENT (NON-QCQA)

STATE PROJECT NO: U024-062 KA 3963-01 STATE CONTRACT NO: 520112262

FEDERAL PROJ NO: NHPP-A396(301)

PRIMARY DISTRICT: 2 PRIMARY COUNTY: MITCHELL

DESCRIPTION: GRADING, BRIDGE & SURFACING, US-24, BRIDGE #048 (MULBERRY CREEK) 11.15
M E OF K-128 IN MC CO. LGTH IS 0.095 M.

NOTE: THE FOLLOWING LIST OF SPECIAL PROVISIONS ARE FOR THIS PROJECT.
OMISSION OF ALL OR PART OF A SPECIAL PROVISION IN THE ATTACHED
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RESPONSIBILITY FOR OBTAINING THE COMPLETE PROVISION AS LISTED.

PROVISION NO.	DESCRIPTION
15-06010	HOT MIX ASPHALT (HMA)-COMMERCIAL GRADE
15-07002-R02	PRESTRESSED CONCRETE MEMBERS
15-07011-R01	CONCRETE STRUCTURE CONSTRUCTION
15-07013	FIELD ERECTION
15-07017	PILING
15-08001-R03	WORK ZONE TRAFFIC CONTROL AND SAFETY (FOR 1RS)
15-08011-R02	PAVEMENT WIDENING, SHOULDERING AND PAVEMENT EDGE WEDGE
15-08015	CONTRACTOR CONSTRUCTION STAKING
15-08018	MAINTENANCE AND RESTORATION OF HAULROADS
15-08019-R01	WORK ZONE TRAFFIC CONTROL & SAFETY
15-08023	FIELD OFFICE AND LABORATORY
15-09002-R03	STORMWATER POLLUTION MANAGEMENT
15-09003	MULCHING
15-09004	TEMPORARY EROSION AND SEDIMENT CONTROL/SEEDING
15-11001-R03	STONE FOR REPAIR, DITCH LINING AND OTHER MISCELLANEOUS USES
15-11002-R01	AGGREGATE FOR HMA
15-11003-R03	AGGS FOR CONCRETE NOT PLACED ON GRADE
15-11004-R01	AGGREGATE FOR ON GRADE
15-11006	AGGREGATES FOR SURFACING OR RESURFACING
15-12001-R01	GENERAL REQUIREMENT DIVISION 1200
15-12002	PERFORMANCE GRADED ASPHALT BINDER
15-14001-R01	AIR-ENTRAINING ADMIXTURES FOR CONCRETE
15-14002	SHEET MATERIALS FOR CURING CONCRETE
15-14003	LIQUID MEMBRANE FORMING COMPOUNDS
15-15001-R01	HOT JOINT SEALING COMPOUND
15-15004	COLD APPLIED CHEMICALLY CURED JOINT SEALANT
15-16001-R01	STRUCTURAL STEEL TUBING
15-16003-R01	STEEL WIRE & WELDED WIRE FABRIC FOR CONCRETE REINFORCEMENT
15-16008-R01	STEEL PLATE GUARDRAIL AND PROPRIETARY END TERMINALS
15-17004-R04	RELEASE COMPOUND FOR ASPHALT MIXES
15-17005-R01	BEARING AND PADS FOR STRUCTURES
15-17007-R02	GEOSYNTHETICS
15-19005-R03	USES OF PIPE
15-19006-R01	CMS AND END SECTIONS
15-20001	PORTLAND CEMENT AND BLENDED HYDRAULIC CEMENT

STATE PROJECT NO: U024-062 KA 3963-01 STATE CONTRACT NO: 520112262

FEDERAL PROJ NO: NHPP-A396(301)

PRIMARY DISTRICT: 2 PRIMARY COUNTY: MITCHELL

DESCRIPTION: GRADING, BRIDGE & SURFACING, US-24, BRIDGE #048 (MULBERRY CREEK) 11.15
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PROVISION NO.	DESCRIPTION
15-20002	HYDRATED LIME
15-21001	SEEDS
15-22005-R03	IMAGE SYSTEMS
15-22006-R01	RETROREFLECTIVE SHEETING
15-23001-R02	WOOD POSTS
15-23003	FIELD HANDLING AND PRESERVATIVE TREATMENT OF WOOD PRODUCTS
15-25001-R06	PART V
15-25002-R01	CONSTRUCTION MANUAL - PART V
15-26001-R08	MATERIALS CERTIFICATIONS

END OF SPECIAL PROVISION LIST

REQUIRED CONTRACT PROVISION - 10-10-00-R09 (Rev. 01/20)

PRICE ADJUSTMENT FOR FUEL

The Contractor may accept or reject the application of Special Provision 15-01008 (latest revision) "Price Adjustment for Fuel". Any items listed on Special Provision 15-01008 (latest revision) that are included in this project are eligible for the fuel price adjustment unless otherwise stated in the contract documents.

Answer 'Accept' if you accept this provision. Answer 'Reject' if you reject this provision and the provision will not be part of the contract.

Accept **Reject**

If the Contractor accepts 15-01008 (latest revision), the Contractor shall mark the checkboxes below for the eligible items/sections listed in Special Provision 15-01008 (latest revision). Then they should indicate their desire for the specific fuel price adjustment by selecting the 'Yes' or 'No' option.

- Yes** **Road Items (Earthwork)**
- No** **Concrete Surfacing Items**
- No** **Asphalt Surfacing Items**

REQUIRED CONTRACT PROVISION - 06-01-06-R01 (Rev. 03/15)

PRICE ADJUSTMENT FOR ASPHALT MATERIAL

The Contractor may accept or reject the application of Special Provision 15-01009 (latest revision) "Price Adjustment for Asphalt Material."

Answer 'Accept' if you accept this provision. Answer 'Reject' if you reject this provision and the provision will not be part of the contract.

Accept **Reject**

DBE Entry List

Name: FULSOM BROTHERS, INC. ID: 02231
Address: P.O. BOX 522 CEDAR VALE, KS 67024-0522
Used As: Subcontractor
NAICS Codes: 237310
Bid Quote: \$64,843.75

Note: The lump sum amount bid for "Mobilization(DBE)" cannot exceed 10% of the total amount identified by the contractor for each DBE.

Note: Only 60% of the amount paid to a DBE supplier, for materials, may be credited toward the DBE goal. The 60% is automatically calculated, please enter the full amount paid to a DBE supplier.

Note: A list of certified DBEs and their valid NAICS codes can be found in the DBE Directory at KDOT's website: <http://kdot.gov/kdot.org/dbecontractorlist/>

Items for FULSOM BROTHERS, INC.:

02 ROAD ITEMS				
28	023456	GUARDRAIL, STEEL PLATE (MG3) /	72.10 LNFT	\$50,460
29	023458	GUARDRAIL, REMOVAL OF STEEL PLATE /	181.00 LNFT	\$10,000
Section 02 Total:				\$60,827.75
04 GUARDRAIL END TERMINAL ALT. (MGS-SRT)				
33	030366	GUARDRAIL END TERMINAL (MGS-SRT) /	8.00 EACH	\$3,002.000
Section 04 Total:				\$24,016.00
Item Total:				\$64,843.75

DBE Entry List

Name: GARY A. CRAIN INC. ID: 04731
Address: 103647 S. HWY. 99 PRAGUE, OK 74864
Used As: Subcontractor
NAICS Codes: 237310
Bid Quote: \$4,049.40

Note: The lump sum amount bid for "Mobilization(DBE)" cannot exceed 10% of the total amount identified by the contractor for each DBE.

Note: Only 60% of the amount paid to a DBE supplier, for materials, may be credited toward the DBE goal. The 60% is automatically calculated, please enter the full amount paid to a DBE supplier.

Note: A list of certified DBEs and their valid NAICS codes can be found in the DBE Directory at KDOT's website: <http://kdot.gov/kdot.org/dbecontractorlist/>

Items for GARY A. CRAIN INC.:

06 BR. NO. 24'-62"-18.60 (048)				
69	013333	BRIDGE DECK GROOVING /	754.00 SQYD	\$3,100
Section 06 Total:				\$4,049.40
Item Total:				\$4,049.40

DBE Entry List

Name: RFB CONSTRUCTION COMPANY, INC. ID: 01798
 Address: 565 E 520TH AVE. PITTSBURG, KS 66762-6829
 Used As: Subcontractor
 NAICS Codes: 237310, 561730
 Bid Quote: \$158,735.51

Note: The lump sum amount bid for "Mobilization(DBE)" cannot exceed 10% of the total amount identified by the contractor for each DBE.

Note: Only 60% of the amount paid to a DBE supplier, for materials, may be credited toward the DBE goal. The 60% is automatically calculated, please enter the full amount paid to a DBE supplier.

Note: A list of certified DBEs and their valid NAICS codes can be found in the DBE Directory at KDOT's website: <http://ksdot.gov/ksdot.org/DBEcontractors.htm>

Items for RFB CONSTRUCTION COMPANY, INC.

01	COMMON ITEMS			
4	070626	1.00 LB	\$10,000.000	\$10,000.00
	MOBILIZATION (DBE) /			
Section 01 Total				\$10,000.00
05	TEMP PAJ WTR POL CTL-SOIL EROSION			
36	072223	501.00 LBS. TEMPORARY FERTILIZER (16-20-0) /	\$1,000	\$501.00
37	013589	48.00 LBS. TEMPORARY SEED (CANADA WILDORYE) /	\$9,000	\$461.20
38	013544	150.30 LBS. TEMPORARY SEED (GRAIN OATS) /	\$3,200	\$480.96
39	061377	150.30 LBS. TEMPORARY SEED (STERILE WHEATGRASS) /	\$9,600	\$841.68
40	030337	230.00 LBS. SOIL EROSION MIX /	\$7,500	\$1,731.00
41	072285	10082.00 SQYD EROSION CONTROL (CLASS 1) (TYPE C) /	\$1,250	\$12,602.50
45	070894	467.00 LMFY BIODEGRADABLE LOG (9") /	\$8,300	\$1,541.10
46	070895	622.00 LMFY BIODEGRADABLE LOG (12") /	\$4,000	\$1,488.00
47	070896	934.00 LMFY BIODEGRADABLE LOG (12") /	\$6,350	\$5,930.90

Contractor: KING CONSTRUCTION COMPANY INC Page 22 Check: 9128712D12

48	070828	467.00 LMFY FILTER SOCK (12") /	\$7,250	\$3,385.75
49	070829	748.00 LMFY FILTER SOCK (18") /	\$10,000	\$7,480.00
50	010208	528.00 LMFY SILT FENCE /	\$2,000	\$1,116.00
51	000098	1.00 LB SWPPP DESIGN /	\$1,250.000	\$1,250.00
52	000097	40.00 EACH SWPPP INSPECTION /	\$250,000	\$10,000.00
53	000103	45.00 EACH WATER POLLUTION CONTROL MANAGER /	\$250,000	\$16,250.00
54	030635	1118.00 LBS. MULDING TACKING SLURRY /	\$0,650	\$725.40
55	030638	9.70 TON MULCHING /	\$195,000	\$171.50
Section 05 Total				\$67,646.99
08	CONCRETE SURFACING ITEMS			
71	013621	326.00 SQYD CONCRETE PAVEMENT (10" UNIFORM) (AE) /	\$195,000	\$63,570.00
72	020005	24.00 SQYD BRIDGE APPROACH SLAB FOOTING /	\$270,000	\$12,150.00
Section 08 Total				\$75,720.00
10	SEEDING ITEMS			
79	030563	144.00 LBS. FERTILIZER (13-13-13) /	\$1,250	\$155.00
80	030568	211.00 LBS. FERTILIZER (16-20-0) /	\$6,250	\$570.00
81	030384	623.20 LBS. SEED (BIG BLUESTEM GRASS) (KANS) /	\$23,200	\$125.28
82	030374	684.00 LBS. SEED (BLUE GRAMA GRASS) (LOVINGTON) /	\$84,000	\$115.20
83	030401	680.00 LBS. SEED (BUFFALO GRASS) (TREATED) /	\$80,000	\$140.00
84	011588	66.00 LBS. SEED (CANADA WILD-RYE) /	\$6,600	\$176.80
85	030455	684.00 LBS. SEED (INDIANGRASS) (OSAGE) /	\$84,000	\$900.00
86	030569	614.00 LBS. SEED (LITTLE BLUESTEM GRASS) (ALCOUS) /	\$81,800	\$120.28
87	030515	88.500 LBS. SEED (RYEGRASS) (PERENNIAL) /	\$8,500	\$237.15

Contractor: KING CONSTRUCTION COMPANY INC Page 23 Check: 9128712D12

Letting 11/18/2020	Kansas Department of Transportation	Project No. U024-062 KA 1963-01 Contract No. 520112262
88	030152 1.40 LBS. SEED (PRAIRIE JUNE GRASS) /	835.000 856.00
89	030373 21.00 LBS. SEED (SIDE OATS GRAMA) (EL. BEND) /	817.000 8357.00
90	031954 27.20 LBS. SEED (STERILE WHEATGRASS) /	89.740 8264.93
91	030545 2.70 LBS. SEED (SWITCHGRASS) (BLANCHWELL) /	822.000 859.40
92	023442 1.40 LBS. SEED (TALL DROP) /	850.000 870.00
93	030382 27.90 LBS. SEED (PERCUE) (TALL) (HOMOZYOTE-FREE) /	88.250 8230.18
94	030569 14.60 LBS. SEED (WESTERN WHEATGRASS) (BARTON) /	814.500 8211.70
95	083463 28.50 LBS. SEED (NATIVE WILDFLOWER MIX 1) /	877.500 82,170.00
Section 10 Total		85,168.52
Team Total		8198,735.51

Contractor: KING CONSTRUCTION COMPANY INC Page 24 Check: 9128712012

General Decision Number: KS20200102 05/08/2020
 Superseded General Decision Number: KS20190102
 State: Kansas
 Construction Type: Highway
 County: Mitchell County in Kansas.
 HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.80 for calendar year 2020 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.80 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2020. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dhs.gov/eo13658/contracts.

Modification Number	Publication Date
0	02/07/2020
1	05/08/2020

ENGI0101-002 04/01/2018

	Rates	Fringes
POWER EQUIPMENT OPERATOR (Drill Rig Caissons).....	\$ 36.22	17.99

* IRON0010-007 04/01/2020		
	Rates	Fringes
IRONWORKER, STRUCTURAL.....	\$ 34.00	31.24

SUS2019-041 05/09/2019

	Rates	Fringes
CARPENTER.....	\$ 14.94	0.00
CEMENT MASON/CONCRETE FINISHER...\$	16.24	0.00
ELECTRICIAN.....\$	26.72	4.22
FORM WORKER.....\$	15.33	1.20
IRONWORKER, REINFORCING.....\$	14.09	0.00
LABORER: Asphalt, Includes Raker, Shovelers, Spreader and Distributor.....\$	14.38	0.00
LABORER: Common or General.....\$	13.90	0.00
LABORER: Flagger.....\$	12.14	0.00
OPERATOR: Asphalt Plant.....\$	14.81	0.00
OPERATOR: Backhoe/Excavator/Trackhoe.....\$	18.77	2.19
OPERATOR: Bobcat/Skid Steer/Skid Loader.....\$	16.90	0.00
OPERATOR: Broom/Sweeper.....\$	13.64	0.00
OPERATOR: Bulldozer.....\$	17.17	2.37
OPERATOR: Concrete Finishing Machine.....\$	21.11	0.00
OPERATOR: Concrete Saw.....\$	16.71	0.00
OPERATOR: Crane.....\$	20.22	7.66
OPERATOR: Distributor.....\$	15.19	0.00
OPERATOR: Grader/Blade.....\$	17.89	1.67
OPERATOR: Loader.....\$	15.75	0.00
OPERATOR: Material Transfer Vehicle.....\$	13.92	0.00
OPERATOR: Mechanic.....\$	20.51	0.00
OPERATOR: Paver (Asphalt,		

Aggregate, and Concrete).....\$	16.03	0.00
OPERATOR: Roller.....\$	14.17	0.00
OPERATOR: Scraper.....\$	15.68	0.00
OPERATOR: Screed.....\$	15.56	0.00
OPERATOR: Tractor.....\$	16.24	0.00
OPERATOR: Roto Mill Groundman....\$	15.35	0.00
OPERATOR: Roto Mill.....\$	17.80	0.00
OPERATOR: Striping Machine.....\$	19.93	4.49
SERVICEMAN: EQUIPMENT.....\$	16.33	1.74
TRAFFIC CONTROL: Service Driver.....\$	14.55	0.00
TRUCK DRIVER: Pickup Truck.....\$	16.19	0.00
TRUCK DRIVER: Water Truck.....\$	17.07	0.00
TRUCK DRIVER: Dump and Tandem....\$	15.92	0.00
TRUCK DRIVER: Flatbed and Lowboy.....\$	19.20	0.00
TRUCK DRIVER: Off Road Truck.....\$	16.38	0.00

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave
for Federal Contractors applies to all contracts subject to the
Davis-Bacon Act for which the contract is awarded (and any
solicitation was issued) on or after January 1, 2017. If this
contract is covered by the EO, the contractor must provide
employees with 1 hour of paid sick leave for every 30 hours
they work, up to 56 hours of paid sick leave each year.
Employees must be permitted to use paid sick leave for their
own illness, injury or other health-related needs, including
preventive care; to assist a family member (or person who is
like family to the employee) who is ill, injured, or has other
health-related needs, including preventive care; or for reasons
resulting from, or to assist a family member (or person who is
like family to the employee) who is a victim of, domestic
violence, sexual assault, or stalking. Additional information
on contractor requirements and worker protections under the EO

is available at www.dol.gov/whd/nowcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers, 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the

wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.

Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.6 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

END OF GENERAL DECISION*

FHWA-1273

FHWA-1273 - Revised May 1, 2012

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS:**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety/Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

- A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (including emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert the form in each subcontract and further require its inclusion in all lower tier subcontracts (including purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (including subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (including purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor or lower organization and with the assistance or without under the contractor's immediate supervision and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, suspended release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60.29 CFR 1025-1027, Title 29 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with the requirements of the Equal Opportunity Clauses in 41 CFR 60.14(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1025-1027. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (USDOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1600, 29 CFR 1025-1027, 41 CFR 60 and 60 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting agency an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not constitute discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

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applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contractor shall also provide reserve training positions for persons who receive welfare assistance in accordance with 29 U.S.C. 1409(b).

c. The contractor will advise employees and applicants for employment of available training programs and advance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability, making full efforts to obtain qualified and/or qualified minorities and women. The failure of a union to provide sufficient referrals (even though its obligation to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employees must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessees of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE Program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of the contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project.

(2) The progress and efforts being made in cooperation with unions when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractor and subcontractors shall submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA 1284. The staffing data should represent the project work force on board as of all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

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will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may further require such segregated use by written or oral policies not tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

M. DAVIS-BACON AND RELATED ACT PROVISIONS:

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5. Contract provisions and related matters with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

4. Minimum wages:

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without substantial deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked thereon. Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conforming under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1273) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve any additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known) or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20203. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional action is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

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will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.c.(3) of this section, shall be paid to all laborers or mechanics in the classification under this contract from the last day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by this contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payroll and basic records

a. Payroll and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working on the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(v) that the wages of any laborer or mechanic are considered the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the contractor to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable program.

b.(1) The contractor shall submit weekly for each week in which the contract work is performed a copy of all payroll to the contracting agency. The payrolls submitted shall set out in detail and in legible form all of the information required to be maintained under 29 CFR 5.5(a)(3)(v), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-547 is available for this purpose from the Wage and Hour Division Web site at <http://www.dhs.gov/eis/vvt/ohw/wh547.html> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors.

Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOL, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to cause a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submissions to the contracting agency.

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under § 5.5(a)(3)(v) of Regulations, 29 CFR part 5, the appropriate information is being maintained under § 5.5(a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete.

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3.

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

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(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.3.(G) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL)

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL)

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT)

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. **Compliance with Copeland Act requirements.** The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. **Subcontracts.** The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. **Contract termination; debarment.** A breach of the contract clauses in 29 CFR 5.7 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. **Compliance with Davis-Bacon and Related Act requirements.** All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are hereby incorporated by reference in this contract.

9. **Disputes concerning labor standards.** Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the extreme provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. **Overtime requirements.** No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. **Violation; liability for unpaid wages; liquidated damages.** In the event of a violation of the clause set forth in paragraph (1) of this section, the contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of \$10 for each calendar day (or such lesser number of hours as required) or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

3. **Withholding for unpaid wages and liquidated damages.** The FHWA or the contracting agency shall upon its own action and upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor or any other Federal contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

4. **Subcontracts.** The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization, contract amounting to not less than 50 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI are computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent not superior who is employed by him, his full authority to direct performance of the work in accordance with the contract requirements, and in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts, however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY; ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications to a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Mutual satisfaction, efficiency, and representation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project.

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of any work performed or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation, or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented.

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

- 1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to 508 of the Clean Air Act.
- 2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval that is estimated to cost \$25,000 or more - as defined in 2 CFR Parts 101 and 1200.

- 1. Instructions for Certification - First Tier Participants:
 - a. By signing and submitting this proposal, the prospective first tier participant providing the certification set out below.
 - b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 101 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contractor), "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<http://www.epls.gov>), which is compiled by the General Services Administration.

Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - First Tier Participants:

- a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:
- (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - (2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction, violation of Federal or State antitrust statutes or commission of embezzlement, theft, bribery, kickback or obstruction of justice, or any other offense prohibited by any Federal or State law; or
 - (3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and
 - (4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

- (Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 200)
- a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.
- b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered this certification false, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "contract," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contract). "Lower Tier Participant" refers to any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<http://www.epls.gov>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph a of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.
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XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:
- a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
 - b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
3. The prospective participant also agrees by submitting this bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of the contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DCA, wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

Status of Utilities Report

October 8, 2020

County: Mitchell

Project: 24-62 KA-3963-01

Company	Notified to move	Work started	Percent Complete	Completion Date (est.)	Permit or Agreement #
AT&T			No relocation necessary		
Mitchell RWD #3			No relocation necessary		
Lumen (CenturyLink)			0%	11/30/20	Permit pending
Rolling Hills Electric			0%	11/15/20	Agreement #006202033
Cunningham Communications			No relocation necessary		
OneOk			No relocation necessary		
City of Beloit			No relocation necessary		
Kansas Gas Service			No relocation necessary		
Southern Star Gas Pipeline			No relocation necessary		

The information provided in this document does not constitute a guarantee that utility facilities will be clear of construction. The information is gathered from both KDOT field personnel and utility company personnel. Estimated completion dates are dependent upon many variables (weather, material or product availability, r/w acquisition, etc.). The estimated completion date is an estimate.

Promptly sign and date on the line below, then **EMAIL TO JAMES FORBATH AT Jforbath@kansas.gov** **EVEN IF NOT BIDDING**. Any instructions not followed will result in your bid being declared irregular. If these changes affect any of your subcontractors or suppliers, **IT IS YOUR RESPONSIBILITY** to inform them. These changes are part of the contract for this project(s). Please contact me at (785) 296-7141, if there are questions. Thank you for your cooperation.

Kansas Department of Transportation
Bureau of Construction and Materials
Estimating Section

To: Prime Contractor Bid Holders
From: Josh Matyi - Estimating Engineer Associate
Date: November 13, 2020 Proposal/Contract No. 6701137G

Subject: Project Notice for the November 18, 2020 Letting
1801.062 K-3063.01 Mitchell County - Grading, Bridge, & Surfacing

Changed quantities on the following line items:

COMMON EXCAVATION (RURALS SMALL)
ROCK EXCAVATION

To view this project's documents, choose "Addendum #1" from KDOT's website:
<https://kdotapp.kdot.org/Proposal/Proposal.aspx>. You must update your EBS file by going to the Bid Express website: <http://www.bids.com>, choose the correct Letting, locate and select the Proposal number to download "18Nov226.001X".

The Contractor is responsible for ensuring the EBS file that the Contractor uses to prepare its Proposal and submits to KDOT contains any amendments.

We also recommend that you check the Bid Express "Questions and Answers"
(<https://www.bids.com/ks/lettings>) to review any questions that may have been posted for this project.

(Company Name) (Signature) (Date)
C: District 2 & Belleville Construction Office KAS963a1

Errata Sheet for the 2015 Standard Specs

Overview of a Contract



Errata Definition

- **Errata Sheet**
corrects errors or omissions or makes other minor changes to the Specification Book

Overview of a Contract



Typical Errata

**Page 800-76, subsection 827.4,
delete the fifth paragraph and replace with the following:**
The Engineer will measure temporary guardrail by the linear foot.

**Page 800-129, subsection 855.2,
change reference to "DIVISION 300" to "SECTION 1304".**

**subsection 214.2e. replace "ASTM A82" with "ASTMA1064"
throughout entire subsection.**

Page 1600-31, subsection 1619.5a. (1). Delete the 2nd sentence.

**Page 1100-34, subsection 1113.2b., delete the 3rd bullet, & Note
4.**

Overview of a Contract

ERRATA SHEET FOR STANDARD SPECIFICATION BOOK FOR STATE
ROAD AND BRIDGE CONSTRUCTION, EDITION 2015

SECTION 101
DEFINITIONS AND TERMS

Page 100-6, subsection 101.3. Delete the definition for PART V, and replace with the following:

Part V (2015 version) of the KDOT Construction Manual which primarily refers to materials and tests for materials used in the project. Part V (2015 version) is a Contract Document.

PART V - Part V of the KDOT Construction Manual which primarily refers to materials and tests for materials used in the Project. Part V is a Contract Document.

BIDDING REQUIREMENTS AND CONDITIONS

Page 100-9, subsection 102.2b. Delete subsections 102.2b. E., G. and H. and replace with the following:

- E. Bridge Repair: Bridge Repair, Area Prepared for Patching, Multi-Layer Polymer Overlay, Slurry Polymer Concrete Overlay, Polymer Overlay Repair, Bridge Expansion Devices.
- G. Retaining Wall Systems: MBW and MSEW Precast Panels
- H. Retaining Walls: Cast-in-place and Landscape Retaining Wall Systems (less than 6 feet high).

Add subsection 102.2b.Z.:

Z. Stabilized Subgrades and Base Courses: Less than 20,000 SQYD. Subgrade Modification, Lime Treated Subgrade, Cement or Fly Ash Treated Subgrade, Crushed Stone Subgrade, Aggregate Base, Cement Treated Base, Granular Base.

SECTION 155
ASPHALT SURFACING AND ASPHALT RECYCLING EQUIPMENT

Page 150-14, delete subsection 155.6b.(2)(b) and replace with the following:
Overview of a Contract Asphalt Pavement (RAP) Material Conveyor. If the plant is used for recycling a dual

Page I-8, Rubblized Concrete, change page number from "800-1001" to "800-101".

Page I-8, delete Shot-crete. No longer a bid item, replaced with Concrete Surface Repair.

Page I-12, BRIDGE CURB REPAIR, change page number from "700-103" to "700-108".

Page I-16, EROSION PIPE, change page number from "800-43" to "800-51".

Page I-22, POLYMER MODIFIED ASPHALT CEMENT FOR CHIP SEALS (Materials), change page number from "700-143" to "1200-12".

Page I-27, UNKNOWN HAZARDOUS MATERIALS, change page number from "100-59" to "100-63".

DIVISION 200
EARTHWORK

Page i, delete Table of Contents title "Stabilized Subgrade, Base and Shoulders" and replace with "Earthwork".

Page i, add "200-" before page numbers.

DIVISION 300
STABILIZED SUBGRADE, BASE AND SHOULDERS

Page i, add "300-" before page numbers.

SECTION 502
PORTLAND CEMENT CONCRETE PAVEMENT (NON-QC/QA)

Page 500-30, subsection 502.3g.(10), change all references with subsection 502.4 to subsection 502.3.

Overview of a Contract

ERRATA SHEET FOR STANDARD SPECIFICATION BOOK FOR STATE ROAD AND BRIDGE CONSTRUCTION, EDITION 2015

**SECTION 101
DEFINITIONS AND TERMS**

Page 100-4, subsection 101.3. Add the following:

ELECTRONIC DESIGN FILES - One or more of the following files that KDOT furnishes to the Contractor in electronic form:

- Base file (plan view of entire project length);
- Cross Section Stack files (vertical layout of cross sections);
- Existing Ground Survey (existing ground contours in three-dimensions);
- Cross Section Sheet Files (final cross section sheets)
- Vertical Alignment description files
- Existing & Proposed Horizontal Alignment description files
- Cross Section Report files
- Super-elevation description files
- Existing and Proposed Three-Dimensional Surfaces
- Three-Dimensional Line String File

These files are not considered Contract Documents or Exploratory Work Documents.

Page 100-6, subsection 101.3, delete the definition for **MEDIAN**, and replace with the following:
Median - The area between the inside edges of pavement of two parallel roadways (including the inside shoulders).

Page 100-6, subsection 101.3. Delete the definition for **PART V**, and replace with the following:
Part V (2018 version) of the KDOT Construction Manual which primarily refers to materials and tests for materials used in the project. Part V (2018 version) is a Contract Document.

**SECTION 107
LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC**

Page 100-58, delete subsection 107.2a(2) and replace with the following:
(2) Sources of permits include the U.S. Army Corps of Engineers (Corps), Kansas Department of Health and Environment (KDHE), Kansas State Board of Agriculture Division of Water Resources (DWR), Kansas Department of Wildlife and Parks (KDWP), Kansas State Historical Society (KSHS) and other governing authorities ~~(Not KDOT)~~.

**SECTION 152
HAULING AND WEIGHING EQUIPMENT**

Page 150-4, subsection 152.2, second paragraph:

- The weighing devices shall be accurate to within 0.50% throughout the range of use.

**SECTION 154
CONCRETE PAVEMENT AND CONCRETE STRUCTURE EQUIPMENT**

Page 150-9, delete subsection 154.3 Subgrade Trimmers.

**SECTION 155
ASPHALT SURFACING AND ASPHALT RECYCLING EQUIPMENT**

Page 150-14, delete subsection 155.6a(2)(b) and replace with the following:
(b) Reclaimed Asphalt Pavement (RAP) Material Conveyor. If the plant is used for recycling, a dual weighing system is required to control delivery of virgin aggregate and RAP material to the drum. Equip the system with interlocking mechanisms that shall accurately deliver virgin aggregates and RAP material in proper proportions. Belt scales for the RAP material shall comply with subsection 155.6b(2).

**SECTION 157
OTHER EQUIPMENT**

Page 150-19, add the following:
157.4 SUBGRADE TRIMMERS
Use a standard manufacture rotary drum subgrade trimmer that is automatically controlled (from a reference system) in regard to both line and grade.

**SECTION 205
EXCAVATION AND EMBANKMENT FOR HIGHWAYS**

Page 200-18, subsection 205.4j, delete the tenth paragraph on the page (Where a grass median...) and replace with the following:

Where grass is to be planted, do not place any rock, excavation material or shale in the top 18 inches of the area. Construct the top 18 inches with earthen material suitable for growth of vegetation.

**SECTION 214
MECHANICALLY STABILIZED EARTH FILL**

Page 200-29, subsection 214.2c, replace "ASTM A82" with "ASTM A1064" throughout entire subsection.

**SECTION 601
ASPHALT APPLICATION TEMPERATURES**

Page 600-1, subsection 601.1, delete TABLE 601-1 and replace with the following:
TABLE 601-1: ASPHALT APPLICATION TEMPERATURES

TYPE AND GRADE	TEMPERATURE RANGE			
	Spraying (°F)		Plant Mixing	
	Min.	Max.	Min.	Max.
Asphalt Binder	275	340		
Cutback Asphalt, MC-30	88	125	88	125
Cutback Asphalt, MC & RC-70 & 250	125	200	125	200
Cutback Asphalt, MC & RC-800 & 3000	150	250	150	250
Asphalt Emulsions, Rapid-Set	70	150	70	150
Emulsified Asphalt, CRS-1H, RS-1H, SS-1HP, CMS-1, MS-1, HPMS-1, RS-1HP, CRS-1HP	100	180	100	180
Emulsified Asphalt, SS-1H, CSS-1H	None	150	None	150
Emulsified Asphalt, CSS-1HP, CSS-Special	None	120	None	120
FEL	120	180	NA	NA

* Use the Producer's recommended mixing temperature range.

**SECTION 605
SURFACE RECYCLED ASPHALT CONSTRUCTION**

Page 600-43, delete subsection 605.3c.(2) and replace with the following:
(2) Operation Number 2. Use an asphalt paver equipped with automatic grade control to spread and finish the amount specified of the new asphalt surface material. SECTIONS 601 and 602 apply. If a HMA overlay is included in the contract, place the HMA and surface recycle concurrently without remixing or blending the two.

**SECTION 608
CHPSEALS**

Page 600-50, subsection 608.3c., delete the first paragraph and replace with the following:
Immediately following the application of the asphalt material, spread cover material with a self-propelled aggregate spreader in quantities designated in the Contract Documents. Operate the aggregate spreader and haul tracks delivering material to the spreader at a speed less than or equal to 5 miles per hour. The tires of the tracks or aggregate spreaders shall not come in contact with the fresh asphalt material at any time.

Page 600-50, subsection 608.3f., delete TABLE 608-1 and replace with the following:
TABLE 608-1: RATES OF APPLICATION FOR CHPSEAL.

Type	Composition	Aggregate	Asphalt Material	
		Cu. Yd./Mile 24 foot width*	Gal/Sq. Yd. Residue**	Asphalt Type**
CM-FX	Sand-Gravel	105	0.27	CRS-1/HCRS-1/HP
CM-FB	Sand-Gravel	135	0.23	CRS-1/HCRS-1/HP
CM-D	Crushed Sandstone	145	0.27	CRS-1/HCRS-1/HP or RS-1/HRS-1/HP
CM-K	Limestone	140	0.24	RS-1/HRS-1/HP
CM-L-1	Lightweight	85	0.17	CRS-1/HCRS-1/HP
CM-L-2	Lightweight	115	0.26	CRS-1/HCRS-1/HP
CM-L-3	Lightweight	150	0.30	CRS-1/HCRS-1/HP

*Rates shown are estimates and will be adjusted to comply with actual field conditions.
** The required asphalt type will be listed in the contract. Asphalt type may be changed with approval of the DME.

**SECTION 615
SAW AND SEAL JOINTS (HMA OVERLAY)**

Page 600-92, subsection 615.3b., delete the third paragraph and replace with the following:
Configure the joints according to FIGURE 615-1 or 615-2 within 1 inch horizontally above the existing joint.

**SECTION 714
PAINTING STRUCTURAL STEEL**

Page 700-68, subsection 714.3c., delete the second paragraph and replace with the following:
Unless noted otherwise in the Contract Documents, use a waterborne acrylic, brown finish coat color equivalent to Federal Standard No. 595a, Color No. 20045.

**SECTION 717
BRIDGE OVERLAYS**

Page 700-93, subsection 717.3g., third paragraph, second sentence, delete "7-day" and replace with "required".

**SECTION 735
PRECAST REINFORCED CONCRETE BOX**

Page 700-125, subsection 735.1, in the DESIGN subsection delete "For fill height less than or equal to 3 feet..." and associated 4 bullets.

**SECTION 736
PRECAST CULVERTS**

Page 700-130, subsection 736.2f., replace "SCA-5" with "UD-2".

**SECTION 808
REMOVAL OF EXISTING PAVEMENT MARKINGS**

Page 800-32, delete subsection 808.3a. and replace with the following:
a. **Removal of Existing Stripes and Symbols.** Completely remove the existing pavement markings and symbols without damaging the asphalt or concrete pavement surface or longitudinal and transverse joints. Waterblasting will be allowed for removal of markings on asphalt and concrete surfaces on a performance basis. As the work progresses, remove all material deposited on the pavement as a result of the removal operations. Continuously remove all residue and dust, especially in areas near the traveling public. When replacement of the removed existing markings is a part of the Contract Documents, follow the manufacturer's requirements for the new pavement markings as to the method of removal of the existing markings, or surface preparation requirements.

**SECTION 810
INERTIAL BARRIER SYSTEM**

Page 800-35, delete subsection 810.1 and replace with the following:
BID DESCRIPTION
Install and relocate inertial barrier systems (IBS) as shown in the Contract Documents. Stockpile the replacement modules at the project site.

BID ITEMS	UNITS
Inertial Barrier System (*)	Each
Replacement Modules (IBS)	Each

*Type (TL-2 or TL-3)

Page 800-35, subsection 810.4, delete last paragraph and replace with the following:
Plyment for "Inertial Barrier System" and "Replacement Modules (IBS)" at the contract unit prices is full compensation for the specified work.

**SECTION 811
IMPACT ATTENUATOR**

Page 800-36, subsection 811.1, delete the bid items and replace with the following:
BID ITEMS
Impact Attenuator (*)
*Type (TL-2, TL-3 or Severe Duty)
Impact Attenuator (Temporary) (**)
Replacement Modules (Impact Attenuator)
**Type (TL-2 or TL-3)

UNITS
Each
Each
Each
Each

Page 800-37, subsection 811.4, delete the last paragraph and replace with the following:
Payment for "Impact Attenuator (Temporary)" and "Replacement Modules (Impact Attenuator)" at the contract unit price is full compensation for the specified work.

**SECTION 813
RUMBLE STRIPS (MILLED)**

Page 800-43, subsection 813.1, delete bid item Rumble Strips (Milled) (*) (Edge/line).

Page 800-43, delete subsection 813.3d.

Page 800-43, subsection 813.4, delete third paragraph.

Page 800-43, subsection 813.4, fifth paragraph, delete "Rumble Strips (Milled) (*) (Edge/line)".

**SECTION 814
ELECTRIC LIGHTING SYSTEM AND TRAFFIC SIGNALS**

Page 800-44, subsection 814.1, add the following Bid Item:

BID ITEMS	UNITS
Flashing Beacon System	Lamp Sum

Page 800-47, subsection 814.3 add the following:

q. **Flashing Beacon System.** Install flashing beacon systems as shown in the Contract Documents.

Page 800-47, add the following to subsection 814.4:

The Engineer will measure flashing beacon system by the lamp sum.
The Payment for "Flashing Beacon System" at the contract unit price is full compensation for the specified.

**SECTION 816
ADJUSTMENT OF INLETS, MANHOLES AND OTHER EXISTING STRUCTURES**

Page 800-50, subsection 816.1, add the following Bid Items:

BID ITEMS	UNITS
Adjustment of Existing Structure	Each
Adjustment of Junction Box	Each
Adjustment of Fire Hydrant	Each

Page 800-50, subsection 816.4, delete the third paragraph and replace with the following:

The Engineer will measure the adjustment of existing structures as shown in the Contract Documents. The Engineer will measure each adjustment of junction box and fire hydrant.

Page 800-50, subsection 816.4, delete the last sentence and replace with the following:

Payment for "Adjustment of Catch Basins", "Adjustment of Curb Inlets", "Adjustment of Manholes", "Structural Steel", "Cast Steel", "Cast Iron", "Adjustment of Meter Box (*)", "Adjustment of Valve Box (*)", "Adjustment of Existing Structures", "Adjustment of Junction Box" and "Adjustment of Fire Hydrant" at the contract unit prices and "Adjustment of Manholes" at the contract set price is full compensation for the specified work.

**SECTION 824
CONCRETE SIDEWALKS, STEPS AND RAMPS**

Page 800-67, subsection 824.2, delete third material listing and replace with the following:
Masonry Bricks Compliant with FCOWAG. SECTION 1301

Page 800-68, subsection 824.3c.(1), change all references from "Paving Bricks(s)" to "Masonry Bricks(s)".

**SECTION 827
GUARDRAIL AND GUIDEPOSTS**

Page 800-76, subsection 827.4, delete the fifth paragraph and replace with the following:
The Engineer will measure temporary guardrail by the linear foot.

**SECTION 828
FENCING**

Page 800-80, delete subsection 828.3p, and replace with the following:

p. **Erection of Single Wire Cable Fence.** Construct single wire cable fence as shown in the Contract Documents. Set all required posts as shown in the Contract Documents by driving or drilling and backfilling. Use metal posts.

Page 800-80, delete the second paragraph and replace with the following:

The Engineer will measure single wire cable fence by the linear foot. Line posts are subsidiary to single wire cable fence.

**SECTION 850
SEPARATION GEOTEXTILE**

Page 800-116, subsection 850.2, delete the first sentence and replace with the following:
Provide a woven or non-woven geotextile that complies with SECTION 1710 and is contained on PQL-48 as a Class 1 geotextile.

**SECTION 855
SOLID INTERLOCKING PAVING UNITS (PAVING BRICKS)**

Page 800-129, subsection 855.2, change reference to "DIVISION 300" to "SECTION 1304".

**SECTION 1101
GENERAL REQUIREMENTS FOR AGGREGATES**

Page 1100-2, subsection 1101.4, second paragraph, change reference from "Modified Lightweight Aggregate" to "Lightweight Aggregate".

**SECTION 1106
AGGREGATES FOR GRANULAR BASE**

Page 1100-19, subsection 1106.2c.(1), in TABLE 1106-1 for the No. 8 sieve, change "70" to "80".

SECTION 1108
AGGREGATES FOR COVER MATERIAL

Page 1100-25, subsection 1108.2c.(2), in TABLE 1108-1 for Minimum Gradation Factor, change "4.00" to "3.90".

SECTION 1113
AGGREGATES FOR SHOULDER CONSTRUCTION

Page 1100-34, subsection 1113.2b., delete the third bullet, and Note 4.

SECTION 1203
EMULSIFIED ASPHALT

Page 1200-7, delete TABLE 1203-1 and replace with the following:

	RS-1H ¹		SS-1H		MS-1		SS-1HP	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Viscosity, Saybolt Furol	-----	-----	10	100	-----	-----	10	75
At 77°F, sec.	-----	-----	-----	-----	100	400	-----	-----
At 122°F, sec.	75	300	-----	-----	-----	-----	-----	-----
Residue by Distillation, (% by Mass).....	65	-----	57	-----	65	-----	57	-----
Oil Distillate, (% by Volume) . . .	-----	-----	-----	-----	-----	8	-----	-----
Storage Stability, ² %	-----	1	-----	1	-----	1	-----	-----
Ductility, 77°F, mm.	-----	-----	-----	-----	-----	-----	-----	-----
35 ml of 0.02 N CaCl ₂ , % . . .	60	-----	-----	-----	-----	-----	-----	-----
50 ml of 0.1 N CaCl ₂ , % . . .	-----	-----	-----	-----	75	-----	-----	-----
Stieve Test, % Retained.....	-----	0.50	-----	0.50	-----	0.50	-----	0.1
Tests on Distillation Residue:								
Penetration, 77°F, 100g, 5 sec.	75	150	75	125	300	-----	75	150
Solubility, %	97.5	-----	97.5	-----	97.5	-----	-----	-----
Ductility, 77°F, mm.	800	-----	800	-----	-----	-----	-----	-----
Ductility, 39.2°F, mm	-----	-----	-----	-----	-----	100	350	-----
Elastic Recovery @ 50°F, 20 cm elongation, %	60	-----	-----	-----	-----	-----	25	-----

¹If the Contractor's storage tanks are equipped with a mechanical propeller type agitation device, and the entire contents of the tank are thoroughly mixed before each day's use, the requirement for satisfactory compliance with the storage stability test will be waived.
²RS-1HP only
³SS-1H only

Page 1200-8, delete TABLE 1203-2 and replace with the following:

	CRS-1HP		CSS-1HM		CMS-1		CSS-Special	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Viscosity, Saybolt-Furol:	-----	-----	10	60	-----	-----	-----	-----
At 77°F, sec.	-----	-----	-----	-----	100	400	-----	-----
At 122°F, sec.	75	300	-----	-----	-----	-----	-----	-----
Residue by Distillation, (% by Mass).....	65	-----	57	-----	65	-----	64.0	66.0
Oil Distillate, (% by Volume) . . .	-----	-----	-----	-----	-----	8	-----	0.5
Storage Stability, %	-----	1	-----	1	-----	1	-----	-----
Stieve Test, % Retained.....	-----	0.50	-----	0.50	-----	0.50	-----	0.1
Tests on Distillation Residue:								
Penetration, 77°F, 100g, 5 sec	75	150	50	100	300	-----	225 ^{1/2}	225 ^{1/2}
Solubility, %	97.5	-----	97.5	-----	97.5	-----	-----	-----
Ductility, 77°F, mm.	800	-----	800	-----	-----	-----	-----	-----
Viscosity, Saybolt-Furol, 180°F, sec.	-----	-----	-----	-----	300	700	-----	-----
Elastic Recovery @50°F, 20 cm elongation, %	60	-----	-----	-----	-----	-----	-----	-----

¹Use modified AASHTO T 59 procedure - distillation temperature of 135°F with a 20-minute hold.
²Penetration will be determined by the producer and submitted to the Chief Chemist at the time of prequalification.
³CRS-1HP only
⁴CRS-1H/CSS-1H only

SECTION 1206
POLYMER MODIFIED ASPHALT CEMENT FOR CHIPSEALS

Page 1200-12, delete this entire section.

SECTION 1207
WARM MIX ASPHALT ADDITIVES

Page 1200-13, delete subsection 1207.5b, and replace with the following:

- b. WMA additives.
(1) Prequalification as specified in subsection 1207.4.
(2) Field observation of WMA production.

SECTION 1405
BURLAP

Page 1400-6, delete subsection 1405.5 and replace with the following:

- 1405.5 BASIS OF ACCEPTANCE
a. New burlap will be accepted on the basis of a visual inspection for compliance with AASHTO M 182.
b. Used burlap will be accepted on the basis of a visual inspection for compliance with AASHTO M 182 and subsection 1405.2b above.

**SECTION 1504
PREFORMED ELASTOMERIC COMPRESSION JOINT SEALS FOR CONCRETE**

Page 1500-5, subsection 1504.b.(1), delete "AASHTO M 220" and replace with "ASTM D2628".

**SECTION 1509
MEMBRANE SEALANT**

Page 1500-15, subsection 1509.2a., delete the first paragraph and replace with the following:
a. **Foam Sealant.** Provide a foam sealant consisting of an open-cell high density polyurethane foam impregnated with either a polymer modified bitumen or a neoprene rubber suspended in chlorinated hydrocarbons. Precompress the foam sealant prior to packaging. Use a precompressed dimension as recommended by the sealant manufacturer to provide a water tight seal throughout a joint movement range of $\pm 25\%$ (minimum) from the specified joint opening dimension. Provide a foam sealant that is slowly self-expanding to permit workers ample time to install the foam before the foam exceeds the joint opening width. Supply the foam in pieces 5 feet in length or longer. Miter the ends of each piece for ease of joining to the adjacent pieces.

**SECTION 1601
STEEL BARS FOR CONCRETE REINFORCEMENT**

Page 1600-1, delete subsection 1601.4 and replace with the following:

1601.4 PREQUALIFICATION

- a. **General.** Follow the instructions on the AASHTO National Transportation Product Evaluation Program's (NTEEP) website to participate in the audit program for reinforcing steel mill.
Forward an official copy of the latest NTEEP audit report, including split sample test results, and the plant's quality control plan to the Bureau Chief of Construction and Materials for evaluation. Producing mills that have successfully met the requirements of the audit (excluding test results that comply with subsections 1601.2b. and 1601.5c.) and are listed on the NTEEP website as compliant will be prequalified.
In order to maintain prequalified status, send a copy of the annual NTEEP certificate of compliance, the "Record of Specimens Tested" sheet from the audit, and the "Variation Report" as soon as it is received. Producing mills that have prequalified using the NTEEP program and are subsequently removed from "compliant" status as shown on the NTEEP website will be removed from prequalified status.
Producing mills that fail to provide the annual documents described above or fail to adhere to the requirements of subsection 1601.6b. may be removed from prequalified status.
- b. **Comparison Testing.** The NTEEP's 3rd party yield, tensile, and elongation test results will be compared to the parallel plant data from each heat for variations and differences. These variations and differences may not exceed the values shown in TABLE 1601-1, based on the 3rd party values as the reference where applicable.

**SECTION 1602
EPOXY COATED STEEL FOR CONCRETE REINFORCEMENT**

Page 1600-5, add the following subsection 1602.2a.(3):
(3) See SECTION 711 for construction requirements and additional storage and handling requirements.

**SECTION 1617
WELDED STUD SHEAR CONNECTORS**

Page 1600-28, delete subsection 1617.2b., and replace with the following:

- b. **Material Specifications.** The flux requirements for studs applied by the SW process are governed by AWS D1.5. Use steel for the studs that complies with ASTM A108, Grade Designation 1010 through 1020 (AISI/SAE), and AWS D1.5. The testing of the cold finished steel or the full diameter finished studs (stud manufacturer's option), must comply with the physical property requirements of AWS D1.5, Table 7.1, Type B.

**SECTION 1619
STEEL PIPE**

Page 1600-31, subsection 1619.5a. (1), Delete the 2nd sentence.

**SECTION 1622
STEEL POSTS FOR DELINEATOR MARKERS**

Page 1600-37, subsection 1622.1. Delete the first sentence and replace with the following:
This specification governs steel posts intended for the support of delineator markers and Type 2 object markers.

**SECTION 1623
STEEL PERMANENT DECK FORMS**

Page 1600-38, delete subsection 1623.2b. and replace with the following:

- b. **Material Specifications.** Use forms made from zinc-coated sheet steel that complies with ASTM A653, structural steel (SS) Grades 33, 37, 40, 50 Class 1 and 55, or high strength low alloy steel (HSLAS) Grades 40 through 80. Provide a zinc-coating (total both sides) that conforms to Coating Designation G210. Although this specification allows for a range of acceptable materials, the specific steel designations, grade, and class (when applicable) will be shown in the Contract Documents. Certain HSLAS require specific welding procedures. If welding of these steels is required, consult the steel producer.

**SECTION 1705
EPOXY-RESIN-BASE BONDING SYSTEMS FOR CONCRETE**

Page 1700-9, delete subsection 1705.c.(6) and replace with the following:
(6) Class F - For use above 75°F. The highest allowable temperature is defined by the manufacturer of the product.

**SECTION 1717
PRECAST PANEL BEDDING MATERIALS**

Page 1700-26, subsection 1717.4, last paragraph, change subsection reference from "1716.2" to "1717.2".

**SECTION 1801
INORGANIC ZINC PRIMER FOR STRUCTURAL STEEL**

Page 1800-1, delete subsection 1801.3b, and replace with the following:
b. Cyclic Corrosion/UV Exposure ASTM D5894
 (1) Scribe Corrosion ASTM D1654
 (2) Unscribed Area ASTM D1654

Page 1800-2, delete subsection 1801.4b, and replace with the following:
b. Testing by KDOT may be waived if testing has been performed on the identical product by another state within the past 12 months. Results must satisfy the requirements contained within this specification. Forward a copy of the test report to the Engineer of Tests for evaluation, along with evidence that the product referenced in the test report is identical to that submitted for prequalification.

**SECTION 1802
ORGANIC ZINC PRIMER FOR STRUCTURAL STEEL**

Page 1800-3, delete subsection 1802.3b, and replace with the following:
b. Cyclic Corrosion/UV Exposure ASTM D5894
 (1) Scribe Corrosion ASTM D1654
 (2) Unscribed Area ASTM D1654

Page 1800-4, delete subsection 1802.4b, and replace with the following:
b. Testing by KDOT may be waived if testing has been performed on the identical product by another state within the past 12 months. Results must satisfy the requirements contained within this specification. Forward a copy of the test report to the Engineer of Tests for evaluation, along with evidence that the product referenced in the test report is identical to that submitted for prequalification.

**SECTION 1806
WATER-BORNE ACRYLIC FINISH COAT**

Page 1800-8, delete subsection 1806.3b, and replace with the following:
b. Cyclic Corrosion/UV Exposure ASTM D5894
 (1) Scribe Corrosion ASTM D1654
 (2) Unscribed Area ASTM D1654

Page 1800-8, delete subsection 1806.4b, and replace with the following:
b. Testing by KDOT may be waived if testing has been performed on the identical product by another state within the past 12 months. Results must satisfy the requirements contained within this specification. Forward a copy of the test report to the Engineer of Tests for evaluation, along with evidence that the product referenced in the test report is identical to that submitted for prequalification.

**SECTION 1903
CAST IRON AND DUCTILE IRON PIPE**

Page 1900-7, delete subsection 1903.2b, and replace with the following:
b. Material Specifications. Provide components of open systems complying with ASTM A48 when produced from gray cast iron or ASTM A536 when produced from ductile cast iron. Accessory items may also be produced from ferritic malleable cast iron in compliance with ASTM A47. Provide pipe, fittings, and accessory items for sanitary, storm drain, waste, and vent piping applications complying with ASTM A74. The mechanical property requirements of ASTM A74 determine the class or grade of cast iron required.

**SECTION 2110
MULCH**

Page 2100-16, add the following to the end of subsection 2100.2c:
 Other products not meeting the requirements of this subsection may be approved provided it meets the following criteria:
 (1) Contain non-toxic tackifiers that, upon drying, become insoluble and non-dispersible to eliminate direct raindrop impact on soil according to ASTM D7101 and EPA 2102.194.
 (2) Contain no germination or growth inhibiting factors and do not form a water-resistant crust that can inhibit plant growth.
 (3) Contain a minimum 90% organic material (ASTM D2974).
 (4) Have a rainfall event (R-factor) greater than 140 (ASTM D6459).
 (5) Have a cover factor no greater than 0.03 (ASTM D6459).
 (6) Have a minimum Vegetation Establishment of 400% (ASTM D7322).
 (7) Have a minimum Water Holding Capacity of 600% (ASTM D7367).

**SECTION 2114
TEMPORARY SEDIMENT BARRIERS**

Page 2100-12, delete subsection 2114.2f, and replace with the following:
f. Filter Sock. Provide burlap or synthetic mesh bags or tubes, coarse aggregate, wood chips, compost or other permeable filler material to slow and filter stormwater runoff. Mesh bags or tubes shall have openings between 1/8" and 3/8" in size. Use only coarse aggregate filler for curb inlet protection unless approved by the Area Engineer. Compost filler shall comply with TABLE 2114-1.

Parameter	Range
pH	5.5-8.5
Moisture Content	>60%
Organic Matter Content	>25% of dry weight
Particle Size	99% < 2" 30%-50% < 3/8"

**SECTION 2209
HIGH DURABILITY PAVEMENT MARKING MATERIAL**

Page 2200-12, delete subsection 2209.2d, and replace with the following:
d. Adhesion. 22 N, minimum.

**SECTION 2210
TEMPORARY PAVEMENT MARKING TAPE**

Page 2200-14, subsection 2210.1. First paragraph, delete the second sentence and replace with the following:
 This includes both Type I and Type II materials for use on both portland cement concrete and asphalt surfaces.

INDEXING / FORMATTING (Non-Content) CORRECTIONS

INDEX

- Page I-1, Biodegradable Log, change page number from "900-27" to "900-7".
- Page I-5, Landscape Retaining Wall, change page number from "800-104" to "800-125".
- Page I-6, delete Liner Pipe from the Index. Handle by a project special provision.
- Page I-6, delete Mobilization (Emergency Erosion Control) (Set Price) from the Index. No longer applicable to 2015 specifications.
- Page I-7, Precast Arch Culvert and Precast Rigid Frame Culvert, change page number from "800-57" to "700-129".
- Page I-8, Rubblized Concrete, change page number from "800-1001" to "800-101".
- Page I-8, delete Shot-crete. No longer a bid item, replaced with Concrete Surface Repair.
- Page I-12, BRIDGE CURB REPAIR, change page number from "700-103" to "700-108".
- Page I-16, EROSION PIPE, change page number from "800-43" to "800-51".
- Page I-22, POLYMER MODIFIED ASPHALT CEMENT FOR CHIP SEALS (Materials), change page number from "700-143" to "1200-12".
- Page I-27, UNKNOWN HAZARDOUS MATERIALS, change page number from "100-59" to "100-63".

DIVISION 200
EARTHWORK

Page i, delete Table of Contents title "Stabilized Subgrade, Base and Shoulders" and replace with "Earthwork".

Page i, add "200-" before page numbers.

DIVISION 300
STABILIZED SUBGRADE, BASE AND SHOULDERS

Page i, add "300-" before page numbers.

SECTION 502
PORTLAND CEMENT CONCRETE PAVEMENT (NON-QC/QA)

Page 500-30, subsection 502.3c(10), change all references with subsection 502.4 to subsection 502.3.

DIVISION 600
FLEXIBLE PAVEMENT

Page i, add "600-" before page numbers.

DIVISION 700
STRUCTURES

Page i, add "700-" before page numbers.

SECTION 737
FIELD ERECTION

Pages 700-132 TO 700-135, delete header "737 - CONTROLLED DEMOLITION" and replace with "737- FIELD ERECTION".

SECTION 850
SEPARATION GEOTEXTILE

Pages 800-116, delete header "850 - GEOMEMBRANE" and replace with "850 - SEPARATION GEOTEXTILE".

06-05-2020 (C&M) (LAL)
Oct-2020 Letting

KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015

FUEL ADJUSTMENT

1.0 DESCRIPTION

This is the method of price adjustment for fuel (regardless of the type of fuel) used on various items of work involved in the construction of the Project.

This specification applies when 10-10-00-Required Contract Provision Price Adjustment for Fuel, latest revision, is a part of the contract, and the Contractor accepts that provision.

1. METHOD OF PRICE ADJUSTMENT FOR FUEL

a. **Items of Work Included.** The items of work subject to price adjustment for fuel are those selected by the Contractor on 10-10-00, latest revision. The Fuel Use Factors for those items are shown in TABLE I, next sheet.

b. **Price Adjustment.**

- The Engineer will make fuel adjustment payments (or deductions) for the applicable work completed, except no payments are made for work that is completed after the expiration of the working days or calendar completion date. Deductions for fuel adjustment are made regardless of whether or not the working days or calendar completion date has expired.
- The Contractor will begin work on the Project as soon as possible (check with the District Engineer before the letting to obtain the anticipated starting date) and pursue the work in an expeditious manner. Do not move off the Project without the written permission of the Engineer. If the Contractor moves off the Project without the written permission of the Engineer, the Engineer will discontinue the payments for fuel price adjustment for the remainder of the contract. Deductions for fuel adjustment are made regardless of whether or not the payments for fuel price adjustments are discontinued.
- The Engineer will establish a Monthly Fuel Index (MFI) on the first day (excluding Saturdays, Sundays, and holidays) of each month. The Engineer will base the MFI on the Black Avenue given for NO2-ULS Fuel, St. Louis, reported by AXOS Petroleum, Inc., Axis Price Service. The MFI for the month the contract is let becomes the Starting Fuel Index (SFI) for the duration of the contract. Information regarding the computation of the MFI is available from the Bureau of Construction and Materials, Topeka, Kansas.
- The difference (plus or minus) between the SFI and MFI (to the nearest \$0.01 per gallon) is the Monthly Fuel Index Adjustment Factor (MFIAF). The MFIAF established on the first day (excluding Saturdays, Sundays, and holidays) of each month is applied to applicable work completed during that month.
- The Fuel Use Factor (FUF) for the various items of work is in TABLE I, next sheet.
- The fuel adjustment payment (or deduction) is computed each pay period in this way: Fuel Adjustment (in dollars) = FUF x MFIAF x Units of Work on the Pay Estimate
- The Engineer will make adjustment payments (or deductions) for the applicable work completed, using the bid item "Fuel Adjustment".

05-07-19 C&M(SKE)
New-19 Letting

TABLE I: FUEL USE FACTOR ITEMS OF WORK	
ITEM OF WORK	FUEL USE FACTOR PER UNIT (U.S. Customary units and metric)
Road Items (Earthwork) Section	
Common Excavation	0.25 gals. per cubic yard 0.33 gal. per cubic meter
Common Excavation (Contractor-Furnished)	0.25 gals. per cubic yard 0.33 gal. per cubic meter
Rock Excavation	0.33 gals. per cubic yard 0.43 gal. per cubic meter
Rock Excavation (Non-Durable Stone)	0.33 gals. per cubic yard 0.43 gal. per cubic meter
Unclassified Excavation	0.29 gals. per cubic yard 0.38 gal. per cubic meter
Embankment	0.30 gals. per cubic yard 0.39 gal. per cubic meter
Embankment (Contractor-Furnished)	0.30 gals. per cubic yard 0.39 gal. per cubic meter
Concrete Surfacing Section	
Concrete Placement: 3 inches*	0.30 gals. Per square yard 0.36 gal. per square meter
Concrete Placement: 3 1/2 inches*	0.33 gals. Per square yard 0.39 gal. per square meter
Concrete Placement: 4 inches*	0.36 gals. Per square yard 0.43 gal. per square meter
Concrete Placement: 4 1/2 inches*	0.39 gals. Per square yard 0.46 gal. per square meter
Concrete Placement: 5 inches*	0.42 gals. Per square yard 0.50 gal. per square meter
Concrete Placement: 5 1/2 inches*	0.45 gals. Per square yard 0.53 gal. per square meter
Concrete Placement: 6 inches*	0.48 gals. Per square yard 0.57 gal. per square meter
Bonded Concrete Pavement (3 inches)*	0.30 gals. Per square yard 0.36 gal. per square meter
Bonded Concrete Pavement (3 1/2 inches)*	0.33 gals. Per square yard 0.39 gal. per square meter
Bonded Concrete Pavement (4 inches)*	0.36 gals. Per square yard 0.43 gal. per square meter
Bonded Concrete Pavement (4 1/2 inches)*	0.39 gals. Per square yard 0.46 gal. per square meter
Bonded Concrete Pavement (5 inches)*	0.42 gals. Per square yard 0.50 gal. per square meter
Bonded Concrete Pavement (5 1/2 inches)*	0.45 gals. Per square yard 0.53 gal. per square meter
Bonded Concrete Pavement (6 inches)*	0.48 gals. Per square yard 0.57 gal. per square meter
Concrete Pavement: 6 inches	0.48 gals. Per square yard 0.58 gal. per square meter
Concrete Pavement: 6 1/2 inches	0.51 gals. Per square yard 0.61 gal. per square meter
Concrete Pavement: 7 inches	0.54 gals. Per square yard 0.65 gal. per square meter
Concrete Pavement: 7 1/2 inches	0.57 gals. Per square yard 0.69 gal. per square meter
Concrete Pavement: 8 inches	0.60 gals. Per square yard 0.72 gal. per square meter
Concrete Pavement: 8 1/2 inches	0.63 gals. Per square yard 0.76 gal. per square meter
Concrete Pavement: 9 inches	0.66 gals. Per square yard 0.79 gal. per square meter
Concrete Pavement: 9 1/2 inches	0.69 gals. Per square yard 0.82 gal. per square meter
Concrete Pavement: 10 inches	0.72 gals. Per square yard 0.86 gal. per square meter
Concrete Pavement: 10 1/2 inches	0.75 gals. Per square yard 0.89 gal. per square meter
Concrete Pavement: 11 inches	0.78 gals. Per square yard 0.93 gal. per square meter
Concrete Pavement: 11 1/2 inches	0.81 gals. Per square yard 0.96 gal. per square meter
Concrete Pavement: 12 inches	0.83 gals. Per square yard 0.99 gal. per square meter
Concrete Pavement: 12 1/2 inches	0.86 gals. Per square yard 1.02 gal. per square meter
Concrete Pavement: 13 inches	0.89 gals. Per square yard 1.06 gal. per square meter
Concrete Pavement: 13 1/2 inches	0.92 gals. Per square yard 1.10 gal. per square meter
Concrete Pavement: 14 inches	0.95 gals. Per square yard 1.14 gal. per square meter
Concrete Pavement: 14 1/2 inches	0.98 gals. Per square yard 1.17 gal. per square meter
Asphalt Surfacing Section	
Cold Recycled Asphalt Material	112.0 gals. per ton 134.05 gals. per megagram
Surface Recycled Asphalt Construction**	2.40 gals. per ton 2.65 gals. per megagram
HMA - Construction**	2.40 gals. per ton 2.65 gals. per megagram
HMA - Commercial Grade	2.40 gals. per ton 2.65 gals. per megagram

** For Bonded Concrete Pavement. When both items are in contract, only pay on Concrete Placement bid item.
** Calculate theoretical tons (mg) of asphalt.
*** NOTE: If Asphalt Treated Base or Asphalt Treated Base-Commercial Grade (Class A) are bid as alternates on the project, the price adjustment does not apply to those bid items.



Order of Hierarchy

Conflict between contract documents

Construction Manual

2015 Standard Specifications

Project Plans

Special Provisions(includes Errata sheets)

Project Specific Special Provisions

Pre Bid Meeting Notes (Trumps all the rest)
Change Orders



Order of Hierarchy

- ❖ Const Manual (created first) 6(lowest rank)
- ❖ 2015 Standard Specifications 5(beats Const Manual)
- ❖ Project Plans 4(trumps Std Specs)
- ❖ Special Provisions 3(trumps plans)
- ❖ Project Specific Special Provision 2nd rank
- ❖ Special PreBid Meeting Notes #1(trumps all others)

Change Orders

- ❖ Regular / supplemental addresses a change in the quantity of material used.

Change Orders

- ❖ Regular / supplemental
- ❖ Working day - addresses a change in the number of days worked

Change Orders



Change Orders

- ❖ Regular / supplemental
- ❖ Working day
- ❖ Specification – addresses a change in the specifications for a certain part of the job

Change Orders



Change Orders

- ❖ Regular / supplemental
- ❖ Working day
- ❖ Specification
- ❖ Calendar Completion - addresses a change in the time to complete a contract



Change Orders

Change Orders

- ❖ In CMS a single change order can not be made for both a change in quantity and the addition of working days.
- ❖ Several items that have quantities changes can be put on a single change order but each type of change order has to be done separately
- ❖ May have to create several different change orders to address one change

Change Orders

For example - while working on a bridge widening project it is discovered that the deck needs to be patched also. Contractor agrees to do the work but wants additional working days. And since there was not patching on the original contract the bid item needs to be added to pay them for the work as well as the special provision that tells them how to do the work.

How many change orders need to be done for this change?

Change Orders

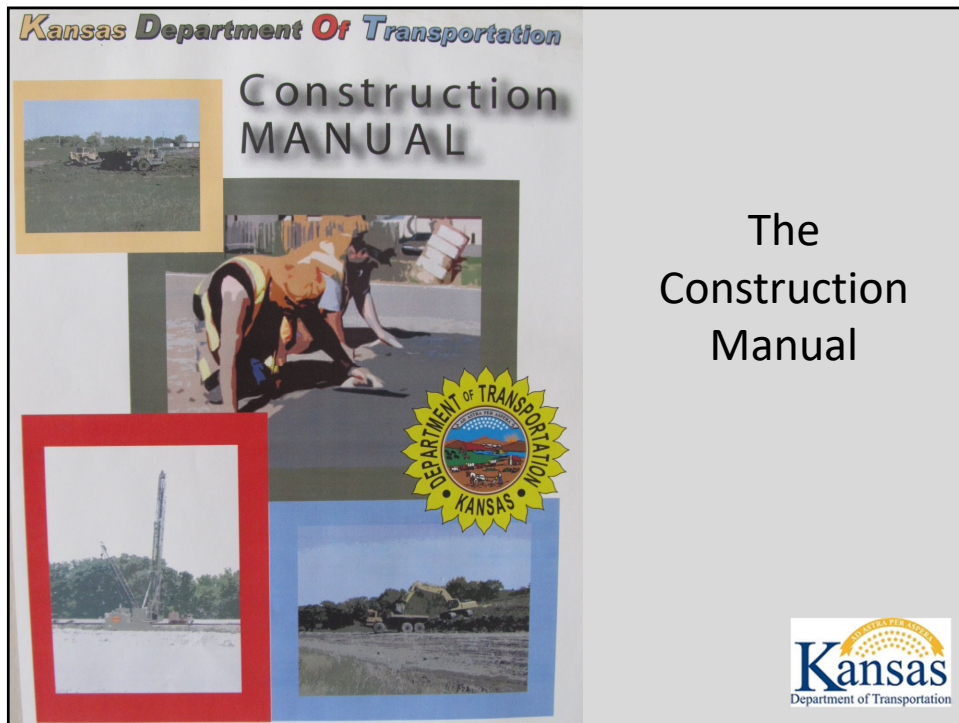
- ❖ One Regular/Supplemental to add the bid item and the quantity of patching to the contract (could be more than one bid item)
- ❖ One Working Day change order to add working days to the contract
- ❖ One Specification Change to add the Patching specification to the contract

- ❖ Total of Three change orders need to be created.



GOALS of This Section

- To gain a General knowledge of KDOT procedures
- To learn where to find specific information
- To provide an overview of the Construction Manual



The Construction Manual is also
available online.

People in your office can tell you
how to access it.

Table of Contents

- Part I General Information
 - Part II Contract Information
 - Part III Surveying
 - Part IV Construction Inspection
 - Part V Materials
- (Revised every few years)



Session 6

Part I

The Division of Operations is the largest unit in KDOT

- Oversees construction inspection of all projects.
- Responsible for administering Federally funded County and City projects.
- Oversees materials testing
- Oversees research on new construction materials.



Session 6

Part I-3

1.03.12 Metro and Area Engineer.

The Metro and Area Engineers handle Project Management and Public Involvement within their area.

1.03.13 Field Engineer

Depending on the size of the job, this could be a variety of different people. On very large jobs, it is probably a metro or an area engineer.

On smaller jobs, it could be a staff engineer working out of a local Construction Office.



Session 6

1.03.14 Project Engineer and Engineer Technicians.

Carry on all the normal day to day inspections of any construction job.



Session 6

1.04 RELATIONS

1.04.02 General Public

Page I-8

You are disrupting peoples lives

Courtesy Counts

- ✓ answering questions
- ✓ receiving suggestions.
- ✓ receiving criticism



Session 6

1.04 RELATIONS

1.04.03 Adjacent Property Owners

Try to talk to property owners

Tell them:

what you are doing,

why you are doing it,

how long it will take.



Session 6

1.04 RELATIONS

1.04.06. Contractor Relations

- ✓ Treat the Contractor fairly and impartially
- ✓ Stick to the plans as closely as possible
- ✓ Make every effort to have a good relationship with the contractor and his employees.
- ✓ Do not obligate yourself to the Contractor
- ✓ Avoid excessive closeness
- ✓ Do not discuss the contractor with 'outsiders'.



Session 6

1.04 RELATIONS

1.04.06. Contractor Relations

- ✓ Advise when asked
- ✓ Avoid intense arguments – agree to disagree and forward it up the chain
- ✓ Give instructions to foreman NOT to the workers
- ✓ Maintain a written record of specific instructions
- ✓ Anticipate needs and difficulties of the contractor.
- ✓ Make decisions for the project good



Session 6

1.05 INTEGRITY OF THE INSPECTOR

1.05.01 Integrity

- ✓ Absolute integrity is essential to maintain public confidence
- ✓ Inspectors should not perform work for or receive pay from the Contractor
- ✓ Do not accept gifts or favors from the contractor or his employees



Session 6

1.07 SAFETY

1.07.01 GENERAL

- ✓ SAFETY IS EVERYBODY'S BUSINESS
- ✓ SAFETY IS YOUR BUSINESS
- ✓ Accidents result in:
 - ✓ Pain
 - ✓ Suffering
 - ✓ Economic loss
 - ✓ Permanent disability
 - ✓ Death



Session 6

1.10 LABOR REGULATIONS

All KDOT contracts contain provisions governing the employment and paying of wages to employees, subcontractors and others.

Session 6



1.10 LABOR REGULATIONS

Wage Rate Interviews are required to verify compliance with the Federal Regulations.

This includes the rate of pay, the payment of overtime, payment of benefits, etc.

These are double checked by examining the payroll every week.

Wage rate interviews to be taken as often as required – but at least once every 3 months for the life of the project.

Wage rate interviews are entered into the Computer and will be checked by Dept of Labor.

Session 6



Part II

Session 6



Part II overview

- Scope of Work
- Project Organization
- Control of Work
- Control of Materials
- Progression and Progress

Session 6



Part II overview

- Measurement and payment
- Records and reports
- Payments
- Completed projects
- Inspector is not intended to exercise police or enforcement power.



Session 6

Part II

- The contractor is obligated to provide for the convenience of the 'Public' . Public is anyone that is affected by the project.
- Traffic Control will be the main interaction with the job or the public.
- Before starting work, make sure the Contractor has provided and properly erected the necessary traffic control devices and has provided flaggers if required, to adequately warn the traveling public work and the hazards.



Session

Part II overview

- All personnel must have the proper certifications in the area that they are inspecting.
- That is why you are here this week. To begin your certification process.
- Specialization is not advised. Rotate around so that you have the broadest experience possible.



Session 6

Part II overview

- 2.07.02 RESPONSIBILITY, AUTHORITY AND BEHAVIOR OF THE INSPECTOR.
- The inspector is responsible for determining that the work is being constructed in accordance with the requirements of the Contract Documents. This does not give the Inspector the right to unnecessarily disrupt the operations of the Contractor.



Session 6

Part II overview 2.07.02 Responsibility

- The Inspector must :
 - ✓ Become thoroughly familiar with the Contract Documents and review them frequently as they apply to the work.
 - ✓ Be capable of recognizing immediately if the inspected work conforms to the contract requirements.
 - ✓ Know how the work fits into the overall schedule.

Session 6



Part II 2.07.02 Responsibility

Field Notebooks:

A record of the work that occurs on the job. Filled out daily. This Notebook is to be a bound book (KDOT uses an orange book)

Session 6



Part II overview -2.07.02 Responsibility

The inspectors daily diary should include:

- a recording of the days happenings,
- the Contractors activity on the work being inspected,
- equipment and personnel being used,
- controlling item of work (CLOW),
- instructions given the Contractor and
- any agreements made.

Session 6



Part II overview 2.07.02 Responsibility

- The daily diary is not a place for personal opinions.
- Remember that the Daily Diary is a legal document.
- Report inspections and testing in a timely manner and give test results to the Contractor as soon as practical.

Session 6



Part II 2.07.02 Authority

- Inspector shouldn't hesitate to use the authority delegated from their supervisor
- Should recognize that there are situations when they should seek assistance before making a decision
- Has the authority to approve materials and workmanship that meets requirements
- Doesn't have authority to approve deviations from the contract requirements.

Part II overview 2.07.01 Authority

The inspector should not under any circumstances attempt to direct the Contractors work ! ! !

Part II Overview 2.07.03 Behavior

- Inspector should maintain a relationship of mutual respect, confidence and trust with other inspectors and supervisors
- Should use tact when pointing out deficiencies to the Contractor
- Must merit respect of those they inspect, be honest and fair
- Work cooperatively with the Contractor while still maintaining the responsibility to KDOT

Part III overview

- Surveying
 - Field Notes
 - Instruments
 - Earthwork
 - Benchmarks
 - Cross Sections
 - Slope stakes and Grade Stakes and Finishing Stakes
 - Cross-Sections and Computations
 - Horizontal and Vertical Control for Construction Projects
 - Survey for Asphalt Jobs
 - Survey for Pavements
 - Final Surveys

Part IV overview

- Construction Inspection
 - **General – Prior to Construction**
 - Grading – Excavation & Embankments
 - Temp Erosion and Pollution Control
 - Base Courses and Sub-bases
 - Structures
 - Portland Cement Concrete Pavement
 - Flexible Pavement (Asphalt)
 - Roadside Improvement



Session 6

Part IV 4.00/4.01

- The addition of QC/QA does not relieve inspectors of the responsibility of inspecting work on projects
- Contract Documents
- Preconst. Conf.
- Const. Limits
- Archaeological Clearance
- Utilities

Part IV 4.01 continued

- Environmental Packets
- Notification of adjacent land owners
- Contractor Equal Employment Opportunity Signs
- Surveying
- Safety
- Traffic Control
- Materials Test Reports

Part IV 4.01 continues

- Extra Work
- Schedules
- Charging time (Working Day Contracts)
- Charging time (Calendar Day Contracts)
- Erodible Surface
- Checklists

Part 5 Part V

Session 6



Laboratory
Aggregate
Random
Sampling
Material Sampling
Quality Assurance
Inspection
of
Materials
Quality Control
Kansas
Test
Methods
Mix Design
Methods
Calculations
Nuclear
Gauge
Sampling

Part V

Session 6

The logo for the Kansas Department of Transportation, featuring the word "Kansas" in a blue serif font with a yellow sunburst graphic above it, and "Department of Transportation" in a smaller blue font below.

Part V Construction Manual


- General
- Quality Control/Quality Assurance (QC/QA)
- Mix Design Methods
- Laboratory and Sampling Identifications
- Required Sample Size
- Aggregates
- Inspection and Sampling of Materials
- Nuclear Gauge

Part V Continued

- Sampling and Testing methods (KT methods)
- Calculations
- Appendices
 - Appendix A (NonQC/QA)
 - Appendix B (QC/QA)
 - Appendix C (test procedure for Independent Assurance testing)
 - Appendix D (Policy and procedure for inspection of KDOT District Labs)



KDOT Documentation Manual


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Enter Search Term(s):

HOME TRAVELER INFORMATION DOING BUSINESS INSIDE KDOT PROJECTS/PUBLICATIONS PUBLIC INFORMATION

DOCUMENTATION MANUAL

General	Sample Diaries
Table of Contents	Project Diary
Division 100 - General	Traffic Control
Division 150 Equipment 2-22-10	Erosion Control Structures Grading
Division 200 -	Base
Division 300 - Stabilized Subgrade, Base and Shoulders 9-21-09	Asphalt Plant
Division 400 - Concrete	Asphalt Pavement
Division 500 - Rigid Pavement	Concrete Pavement
Division 600 - Flexible Pavement	
Division 700 - Structures 4-20-10	Checklists/Manuals
Division 800 - Incidental Construction	Construction Checklist
Division 900 - Roadside Improvement	Construction Manual
Source Documents for Pay Quantities	
Computations of Quantities (Measure to - Pay to)	



Documentation

Table of Contents

<u>ITEM</u>	<u>PAGE</u>
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II. Scope	ii
III. Definitions	ii-iv
IV. Introduction to General Index	iv
V. Documentation of Field Records	iv
General Index	v

DOCUMENTATION MANUAL:

I. PURPOSE:

A uniform method of documentation facilitates the review of project records and promotes greater efficiency in record keeping when inspectors are reassigned to projects in other areas.

DOCUMENTATION MANUAL:

II. SCOPE:

This manual demonstrates by example and by statement those recording methods which should supply minimum reporting requirements. These examples were selected from previously used and newly developed techniques. These examples are not exhaustive. Recording can be modified to suit the individual circumstance.



Documentation

III DEFINITIONS:

A. FIELD BOOK:

A permanently bound book used for the entry of information about a project.

The information maintained in a field book may be in the form of a diary, ledger entries, field survey data, measurements, drawings and/or computations.

The Field Book will ordinarily be in the possession of the person in charge of collecting or acquiring the information.

A Computer is not a field book



III Definitions:

C. PLANS:

- D. The approved plans, profiles, typical cross-section, working drawings, and supplemental drawings, which show the location, character, dimensions, and details of the work to be accomplished.

Documentation



III Definitions:

D. SOURCE DOCUMENT: A permanent record with written or printed information , used for acceptance and/or payment.

Source Documents may take one of several forms such as:

- ✓ A Field Book;
- ✓ Plan Summary of Quantities;
- ✓ Load Tickets;
- ✓ Computation Sheet;
- ✓ Change Order;
- ✓ and Electronic Data retained on computers

Documentation



GENERAL INDEX

Division 100 – General

Index to Field Books

Inspector Verification

List of Contractors Equipment

List of Contractors Personnel

Division 150 – Equipment

Division 200 – Earthwork

Division 300 – Stabilized subgrade, Base and Shoulders

Division 400 – Concrete

Division 500 – Rigid Pavement

Division 600 – Flexible Pavement

Division 700 – Structures

Division 800 – Incidental Construction

Division 900 – Roadside Improvement

Source Documents for Pay Quantities

Computations of Quantities (Measure to – Pay t



Construction Checklists

Documentation



FAQ(Frequently Asked Questions)			
CM5 Equipment Rental Rates	Construction & Maintenance	Tim Cunningham	March 13, 2008
Data Dictionary	Computer Services	Misty Rodriguez	June 5, 2014
Data Warehouse	Computer Services	Misty Rodriguez	June 5, 2014
Direct Bill List for Hotels and Motels (Requires Microsoft Excel)	Division of Engineering and Design	Kathy Rangel	August 31, 2010
Disadvantaged Business Enterprises	Office of Civil Rights	Doria Watson	March 3, 2008
Documentation Manual	Construction & Maintenance	Sue Darling	March 6, 2009
Construction Checklist			
EADCR Functional Specification September 2006	Computer Services	Jaime Morgan	Oct 25, 2006
Engineering Technician Progression/ Engineering Technician Senior Training Program	Material & Research	Curt Niehaus	April 24, 2008
Engineering Technician Progression/ Engineering Technician Senior Training Program Questions and Answers	Material & Research	Curt Niehaus	April 1, 2008

[http://kdotweb.kdot.org/Documents/documentlist.asp\[1/21/2016 3:02:19 PM\]](http://kdotweb.kdot.org/Documents/documentlist.asp[1/21/2016 3:02:19 PM])

Documentation



CONSTRUCTION CHECKLIST

Table of Contents

- Asphalt Construction Checklist
- Asphalt Sealing Checklist
- Compaction of Earthwork
- Concrete Pavement Checklist
- Drainage Pipes Inspection Checklist
- Erosion Control Checklist
- Finals Checklist for Field
- Finals List
- Lighting Checklist
- Pre-letting
- Project Items Checklist
- Seeding Checklist
- Structures Checklist
- Traffic Control Checklist
- Traffic Signals Checklist



Traffic Control

- Record time contractor began setting up traffic control and record traffic control checked
- Record what time pilot car started
- Record what time pilot car operations ceased
- Record what time contractor completely off roadway
- Remove or cover all conflicting signs
- Record any nighttime review of signs
- Record that u-post are ≤ 4 inch above ground
- Record any adjustments made to sign locations

Documentation



DOCUMENTATION

Documentation



* Talk to the Construction Engineer before starting. There is a documentation manual with suggested templates for documenting various pay items.

* Source document is still the field book. Yes you document in the computer (CMS/AASTHOWare) but it still needs to be in a field book



Documentation

Documentation

- Daily Diary should include at least:
 - Weather Conditions – Hi/Lo temperature, precipitation
 - Work Accomplished – location of that work
 - Working days charged, or reason why a day was not charged
 - Problems encountered, solutions to problems
 - Instructions given to contractor
 - Conversations with contractor.

REMEMBER: If it is not documented --- it did not happen!



left the site at 5:30 PM.


A working day was charged. Jeff Newell

DATE: 09/02/2015 DAY: Wednesday TEMP MAX: 94.0 MIN: 73.0
WEATHER: Sunny, hot and windy CIOW: Construction of the RFB
WORK DAY CHARGED: 1 CLEANUP DAYS : 0 STATES DELAY: 0
LIQUID DAMAGES (A): 0 LIQUID DAMAGES (B): 0
INSPECTOR: Jeff Newell TYPE: A - PROJECT DIARY

Reece Construction was on site at 7:00 am with two foreman-operators, one operator and six laborers. They used a John Deere 200 tracked excavator to lift and set plywood forms on the base of the new RFB. Reece construction set toe wall forms, wall forms and wing wall footings. Reece used a Bobcat skid loader and a GMC dump truck to load, haul and place AB-3 on the shoofly for minor repairs and maintenance. Reece Construction set wall forms on the outside edge of the RFB on the east and west sides. I checked traffic control at 10:00 am at eastbound and westbound K-28 (good condition). Reece construction checked the distance between the outside edge of the hub guard to the outside edge of the hub guard 70.0' (good). I performed gradation test for the aggregates for the 4.0 Concrete, they passed. Reece Construction left the site at 5:30 PM.

A working day was charged. Jeff Newell

Documentation



STATE OF KANSAS - DEPARTMENT OF TRANSPORTATION
DATE: 09 19 18 TIME: 05:19 PM CONTRACT DIARY REPORT

DATE: 05/01/2018 DAY: Tuesday TEMP MAX: 82.0 MIN 62.0
WORK DAY CHARGED: 1 CLEANUP DAYS: 0 STATES
DELAY: 0
INSPECTOR: Bill Koerner TYPE: A - PROJECT DIARY
Martin outdoor Enterprises: Sam Tunis / Laborer
The contractor installed Type 2 and Type 3 object markers on RS 1004 only today. Location #10 and #67.


John King, Construction engineer with KDOT Construction Office in Salina visited the project today.

The Contractor was able to work more than 50% of the day on the CIOW. A working day was charged.

Time worked: 8:00am to 5:30pm

Equipment Used.: 1 pickup truck, 1 trailer.

Documentation



INSPECTOR : Kirk Wohlgemuth	DIARY TYPE : D - BASE FOR PAVEMENT PLACEMENT
-----------------------------	--

Equipment:


1 Rotax trimmer, 1 pneumatic roller, 2 steel face rollers, 1 paver, 1 water truck w/5000 gallon tank, 1 Entyre distributor and 15 dump trucks.

Personnel:

1 superintendent, 2 foreman, 6 operators, 17 truck drivers and 12 laborers.


Contractor performing work placing CTB on mainline from station 120+00 to station 140+00. Sub-grade was checked for line, grade and compaction prior to CTB placement and found to be with specification limits. Random width, depth and compaction checks were made throughout the day and results records in appropriate field books. Completed trimming, compaction, sprayed cure on material placed today at 19:30 hours. Contractor advised he would begin work and 06:30 hours tomorrow. See book 3 pages 7-15 for pay items for today

KW



DTCO004		STATE OF KANSAS - DEPARTMENT OF TRANSPORTATION	
DATE: 09 19 18	TIME: 05:17 PM	CONTRACT DIARY REPORT	
CONTRACT : 518012282 E	STATUS : NOTAC	PROJECT ID :	053 C 4849 01
WORK TYPE : SG SIGNING		LENG	
LOCATION : SIGNING. ALL MAJOR & MINOR COLLECTORS E OF K-14 EXCEPT RS 39			
CONTRACTOR : 06524 MARTIN OUTDOOR ENTERPRISES INC			

BEGIN DATE: 05/28/2018	END DATE :		
DIARY TYPE : ALL - All Diaries			

DATE: 05/28/2018	DAY: Monday	TEMP MAX: 93.0	MIN: 69.0
WEATHER: Prt Cl dy		CIOW: Sign Installation	
WORK DAY CHARGED: 0	CLEANUP DAYS : 0	STATES DELAY: 0	
LIQUID DAMAGES (A): 0	LIQUID DAMAGES (B): 0		
INSPECTOR: Bill Koerner	TYPE: A - PROJECT DIARY		
The contractor did not work on the Memorial Day holiday. No work was done on Memorial Day and no work day charged.			
Documentation			

Example Diary

DTC0004 STATE OF KANSAS - DEPARTMENT OF TRANSPORTATION
DATE: 09 19 18 TIME: 05:17 PM CONTRACT DIARY REPORT
CONTRACT : 518012282 E STATUS : NOTAC PROJECT ID : 053 C 48
WORK TYPE : SG SIGNING
LOCATION : SIGNING. ALL MAJOR & MINOR COLLECTORS E OF K-14 EXCEPT RS 39
CONTRACTOR : 06524 MARTIN OUTDOOR ENTERPRISES INC

BEGIN DATE: 05/26/2018 END DATE:
DIARY TYPE : ALL - All Diaries

DATE: 05/26/2018 DAY: Saturday TEMP MAX: 98.0 MIN: 68.0
WEATHER: Sunny CIOW: Sign Installation
WORK DAY CHARGED: 0 CLEANUP DAYS : 0 STATES DELAY: 0
LIQUID DAMAGES (A): 0 LIQUID DAMAGES (B): 0
INSPECTOR: Bill Koerner TYPE: A - PROJECT DIARY

The contractor elected to not work on the weekend. No work
charged.
Documentation



Certified Inspector Training: Grading & Bases – Part 1



Module 1

1



Inspection Information Basics

- 2015 Standard Specifications
 - Electronic version (Ctrl + F)
- Special Provisions
 - General Special Provisions
 - Project-Specific Special Provisions
- 2018 Construction Manual (Part V) with Appendix A & B

2



References

- 2015 Standard Specifications
 - Section 150 - Equipment
 - Section 200 – Stabilized Subgrade, Base, and Shoulders
- Special Provisions -15-02001 Removal of Existing Structures
- 2018 Construction Manual (Part V) with Appendix A & B

Earthwork Equipment (Div. 150)

- General Equipment Requirements
- Typical Equipment you will see
- Compaction Equipment
- Hauling Equipment

General Requirements

- Use amount, type, and quality of equipment needed to complete project during contract time.
- Relatively free of leaks
- Operate safely, avoid damage to roadway and adjacent property
- Contract may specify equipment requirements and method



Loader Backhoe

digging or loading



Motor Grader
fine grading



Dozer
pushes dirt, etc.





Scraper

removes and relocates dirt



Pull-Type Scraper





Excavator
used for digging and
demolition



Loader
used to move materials



Compaction Equipment (Section 151.2)

- Tamping or Sheepfoot rollers
- Page 150-1 (Subsection 151.2)
- Metal drum with tamping feet spaced between 6 inches and 12 inches measured diagonally, min. 6.5 inches long



Department of Transportation

Compaction Equipment (Section 151.2)

- The area of each tamping foot tip must 4 in² to 12 in²
- The weight of the roller must create load on each tamping foot that is a minimum pressure of 200 psi



Pneumatic-Tired Rollers

(Section 151.3 a, b, c)

- May be light or heavy, towed or self propelled
- Consists of wide smooth tires staggered such that complete coverage is obtained
- Uniform Air pressure
- Heavy enough to provide 225 lbs/tire width



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Steel Rollers

(Section 151.4)

- Towed or self propelled
- Consists of a smooth steel drum
- Normally used for:
 - Asphalt
 - subgrade sealing
 - compacting base courses
- Required to have scrapers and water tanks and sprinkling devices.



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Vibratory Rollers (151.5)

- Amplitude set on high for earthwork
- For Aggregate Base and Earthwork, Roller speed and vibrations per minute should be coordinated such that it delivers a minimum of 6 impacts per linear foot
- (Table 151-1, pg. 150-2)



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TABLE 151-1

TABLE 151-1: AGGREGATE BASE AND EARTHWORK Impacts per Linear Foot								
Roller Speed MPH (ft./Min)	Vibrations Per Minute							
	1000	1200	1400	1600	1800	2000	2200	2400
1.0(88)	11.4	13.6	15.9	18.2	20.5	22.7	25.0	27.3
1.5(132)	7.6	9.1	10.6	12.1	13.6	15.2	16.7	18.2
2.0(176)	--	6.8	8.0	9.1	10.2	11.4	12.5	13.6
2.5(220)	--	--	6.4	7.3	8.2	9.1	10.0	10.9
3.0(264)	--	--	--	6.1	6.8	7.6	8.3	9.1
3.5(308)	--	--	--	--	--	6.5	7.1	7.8
4.0(352)	--	--	--	--	--	--	6.3	6.8
4.5(396)	--	--	--	--	--	--	--	6.1

According to Table 151-1, if the roller is producing 1600 vibrations per minute what should the roller speed be to the closest 0.5 MPH?

- a) 2.5 MPH b) 3.0 MPH c) 3.5 MPH

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Miscellaneous Compactors

- Mechanical or hand operated tampers used in small, irregular areas where conventional equipment is impracticable.
- Must obtain required compaction



Miscellaneous Compactors



Vibratory Plate Compactor
(Wacky Packer)



Pogo Stick



Jumping Jack

Aggregate Hauling Equipment

(Section 152.1a)

- Dump controls are operated from driver's seat
- Vehicles body constructed and maintained to prevent loss of material during hauling



Water Hauling Equipment

- Minimum tank capacity is 1,000 gallons
- Note: water paid for in MGAL = 1,000 gallons



Earthwork

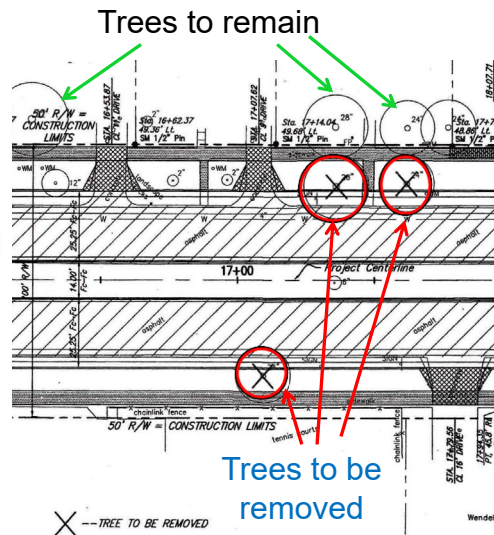
(Division 200)

- Clearing and Grubbing
- Consists of clearing, grubbing, removing, and disposing of all vegetation and debris not designated to remain within the construction limits.



Clearing and Grubbing

- Plans should be checked for any trees indicated to not be disturbed
- Stump holes backfilled accepted by Engineer (visual inspection)
- Do not open more than 750,000 sq ft of surface area at one time.



Clearing and Grubbing

- Contractor is required to strip and stockpile existing topsoil.
- Disposal of cleared and grubbed material must be in accordance with applicable Federal, State and local laws (i.e. burn permit)
- If the Engineer authorizes it may be disposed of on right-of-way.
- Do not open areas unless work is to be performed there within 14 calendar days or 7 calendar days on slopes greater than 40% (2.5:1)

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QUESTIONS?

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Grading

Section 200



Grading

- Removal of Existing Structures – Section 202
 - Excavation for Structures – Section 204
 - Excavation for Highways
 - Embankments
 - Compaction
- Section 205

Removal of Existing Structures

Spec. Book 202 Special Provision 15-02001



Removal of Existing Structures

Spec. Book 202
Special Provision 15-02001

- Removal of existing structures include structures designated on the plans and any man-made structure that conflict with new construction.
- Cavities left by structure removal shall be backfilled to the level of the surrounding ground
- Paid as LSUM - Contractor can request breakdown for partial payment.
- Typically will be a table on plan set that state items to be removed

Removal of Existing Structures, cont.

Bridge Deck Removal

- Contractor to designate a removal supervisor
- Contractor responsible to avoid damage to girders
- Substructure of existing structures shall be removed to the natural stream bottom
- Or 12" below natural ground surface or new finished lines, whichever is lower



Excavation for Structures

Section 204

Bid Items

- Class I Excavation
- Class II Excavation



Excavation for Highway

Bid Items
Section 205

- Common Excavation
- Common Ex. (Contractor Furnished)
- Rock Excavation
- Rock Excavation (Non-Durable Shale)
- Common Ex. (Unstable)
- Common Ex. (Unsuitable)
- Compaction of Earthwork
- Embankment
- Unclassified Excavation
- Eradication of Traveled Way
- Water (Set Price)



Classification of Excavation (Section 205.3)

- **Common Excavation:** Everything that is not included as rock ex. or other type of excavation.
- **Rock Excavation:** All rock, concrete pavement, & bituminous mix material greater than 6 inches.
- If common ex is interlaced with rock and common makes up 25% or less of the volume, pay as rock (205.3c).
- Boulders >2 CU YD are rock ex.



Classification of Excavation (Cont.)

Common Ex (Contractor Furnished):

- Furnished from off site by the contractor.
- Proper clearances must be obtained prior to excavation. (KDHE, EPA, etc)
- Complies with material requirements.



Unsuitable vs. Unstable Common Excavation

Common Excavation (Unsuitable)

- Materials encountered that contain a high organic content.
- Is not usable and must be disposed of
- Paid at 3x the price for common ex

Common Excavation (Unstable)

- Material encountered that has a moisture content above the plastic limit of the soil
- When the plastic Limit of the soil is at or less than the optimum moisture content, the soil is not capable of being compacted at the optimum moisture.

Classification of Excavation (Cont.)

- **Unclassified Excavation:** Includes all other types of excavation. If unclassified, the Contractor is responsible for estimating the kind and extent of work to remove.



Construction Requirements (Section 205.4)

- All suitable material should be used and not wasted without permission.
- Maintain drainage at all times.



Construction Requirements

(Section 205.4)

- Eradication of Traveled Way shall include all excavation, removal of surfacing, filling of ditches and rough grading to restore to the original contour of the ground.
- Seeding is a separate line item



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Method of Measurement

(Section 205.5)

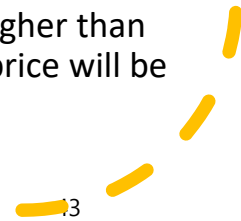
- Generally plan quantity is accepted unless there have been changes to plan or there is a disagreement between the Contractor and KDOT. Either party can request that quantities be measured.
- Intermediate pay quantities are found by measuring the excavation as work progresses, or by load counts from the borrow site.



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Basis of Payment (Section 205.5c)

- Paid at contract unit prices per cubic yard for Common, Rock, Unclassified, and Contractor Furnished excavation.
- Eradication of Traveled Way is paid per 100ft = STAL.
- Unstable Excavation: 1.5 X Common Excavation contract unit price up to \$6.00 per cubic yard (Rural), up to \$10.00 in urban areas. If contract unit price is higher than these maximums, the contract price will be the maximum paid.



Excavation problem

- You are building a 6'x6' footing that needs to be set at the elevation of 1050. The current elevation is 1065. How much material needs to be excavated?



QUESTIONS???

45

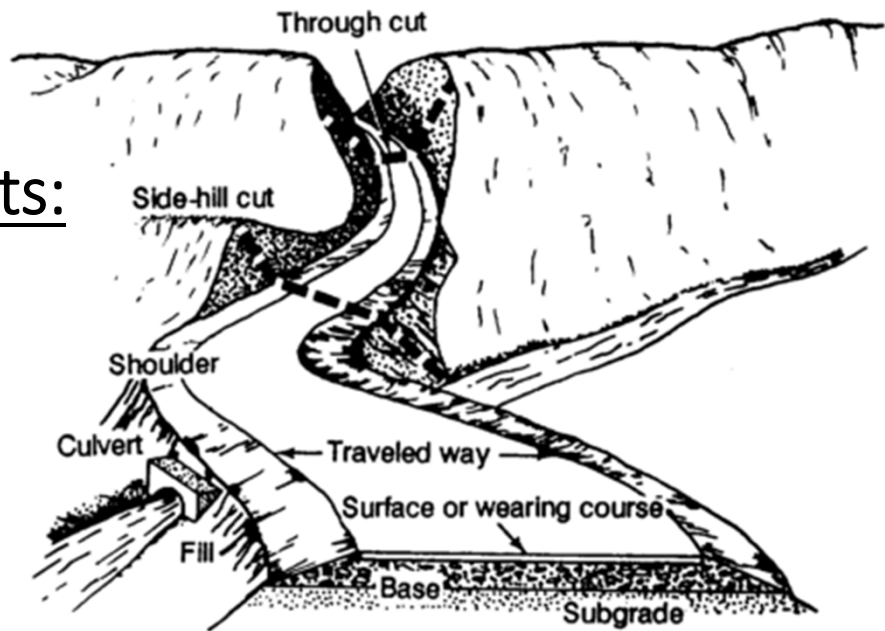


Embankments



46

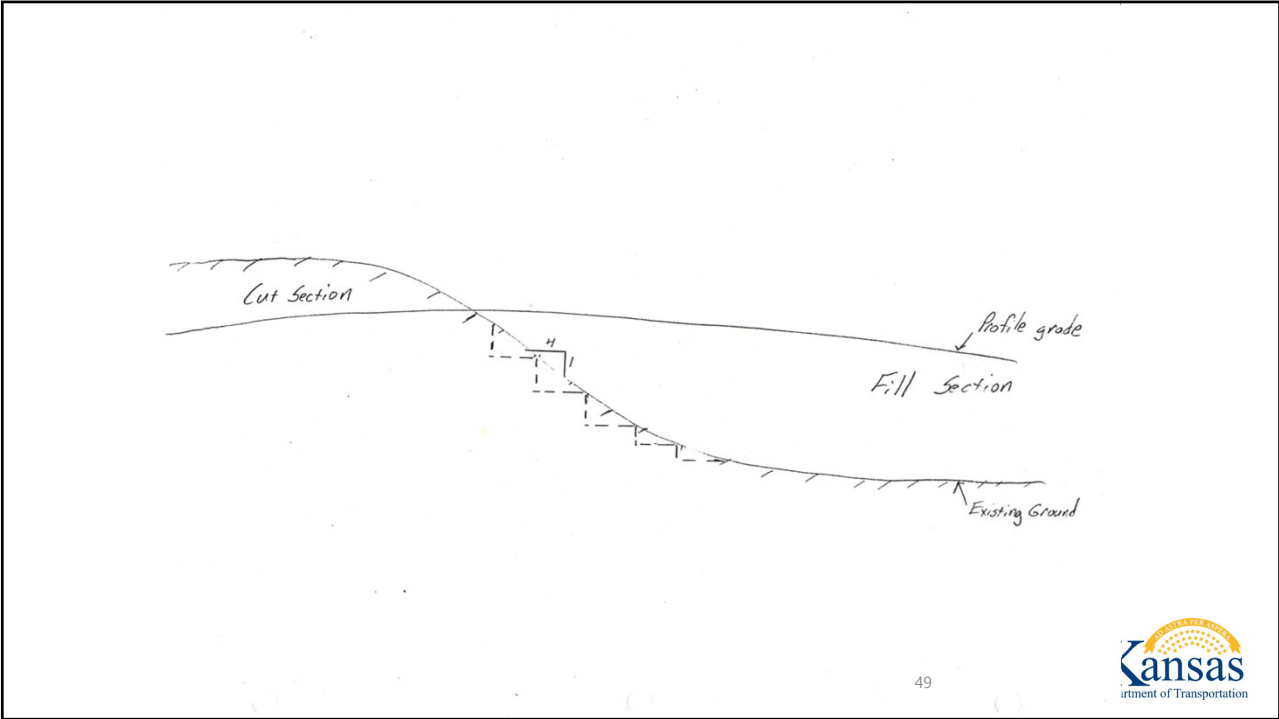
Embankments:



Embankments (Section 205.4j)

Also see Construction Manual Part IV, 4.02.04

- Embankment - That portion of the work that is constructed from natural material, such as soil, shale, rock, or a combination thereof either, as a fill section.
- Construct embankments with material classified as Soil, Rock/Soil or Rock as described in Table 205-3 (page 200-17)
- **Frozen soil – The material must be removed or completely thawed before an embankment may be constructed.**
- Benching- Slopes steeper than 4:1 shall be benched and the new embankment constructed in uniform lifts.
- Place soil embankment material in 8" lifts (loose)



Embankment Requirements

- Contractor is required to strip to a depth of 6" and stockpile the existing topsoil within the construction limits for use in capping the finished embankment and cut slopes. (Section 210) This is Paid for as Salvaged Topsoil (SQYD).
- Place rock/soil embankment material in 10" lifts (loose)
- Place rock embankment material in lifts approx. the average size of the larger rocks (max 2' thick)
- Do not place rocks, broken concrete, or other solid material in embankment areas where piling will be driven or culverts will be installed
- During Clean-up, dispose of all loose rocks within the Right-of-way that will interfere with mechanical mowing.

Embank Construction Requirements

- **j. Embankment Requirements.** Construct the embankment from material classified as Soil, Rock/Soil or Rock, as defined in **TABLE 205-3**.

Classification	Gradation Criteria
Soil	< 20% retained on the ¾ inch sieve
Rock/Soil	> 20%, but < 80% retained on the ¾ inch sieve
Rock*	>80% retained on the ¾ inch sieve

*Could include concrete pavement.

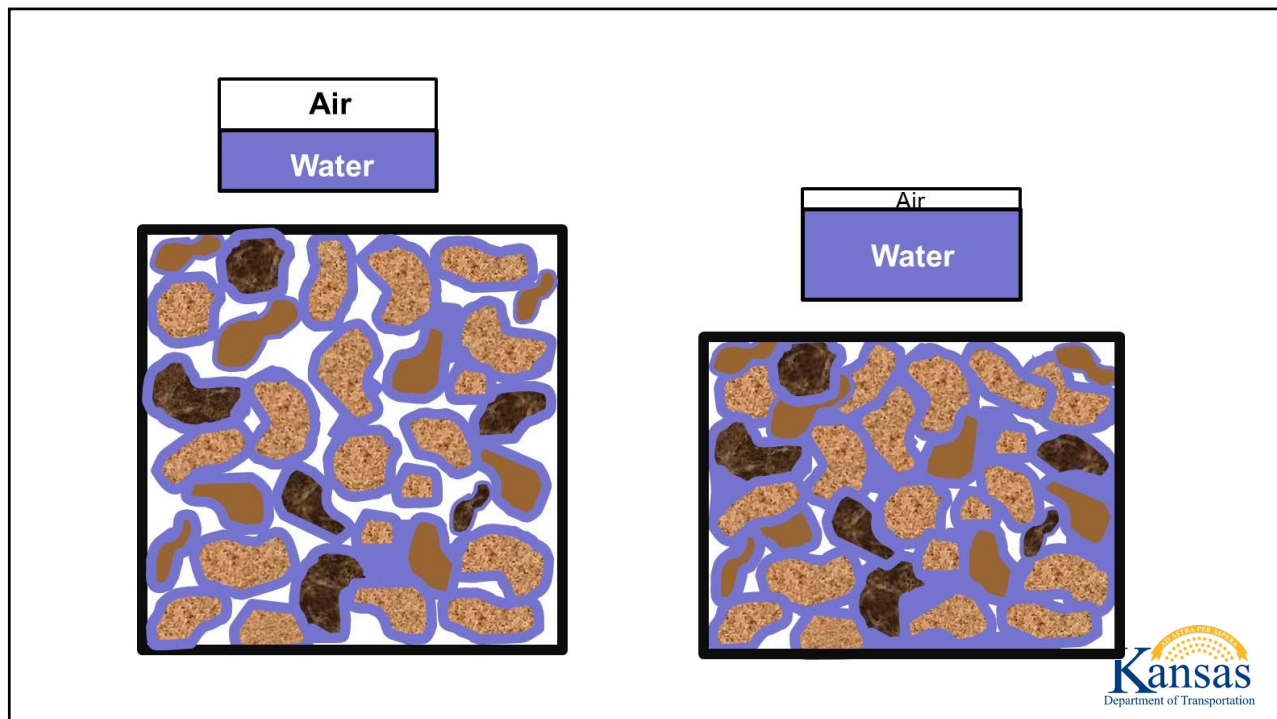
Embankment Construction Requirements

- Soil is like a sponge
- VMF = Volume Multiplication Factor
 - This is determined by the Geologists for the different soils that are found along the project
 - It is the quantity of embankment which can be constructed from 1 cubic yard of excavation
- Embankment is the total volume of earthwork to be constructed and compacted



Compaction





Compaction of Earthwork (Section 205.4g)

Bid Items

- Compaction of Earthwork (Type _____*)(MR _____**)
- Water

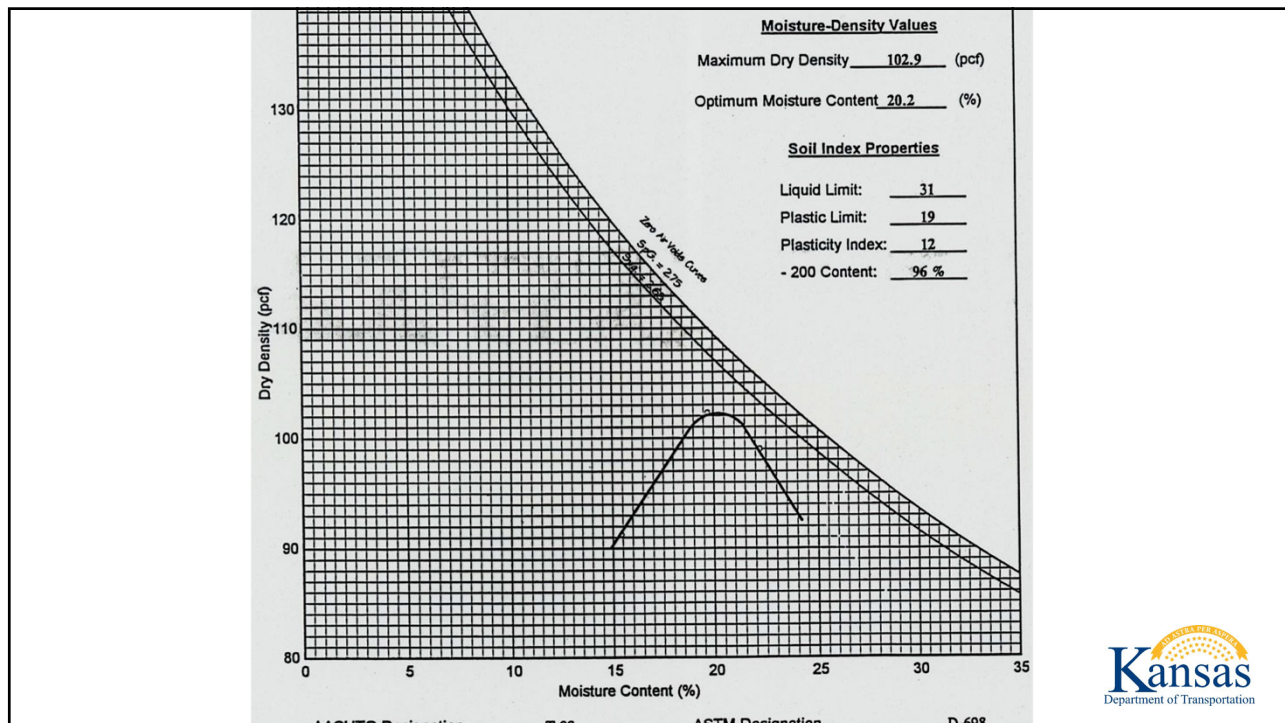
Construction Requirements

- Soil Compaction requirements found in table 205-1 (page 200-16)
- Soil Moisture requirements found in Table 205-2 (page 200-17)

Compaction Construction Requirements

- Moisture Control Requirements
 - Within range designated on the plans.
 - Dry conditions:
 - Embankments, water with trucks.
 - Borrow Areas, sprinklers, trucks, flooding. (pre-watering)
 - Wet conditions:
 - Aerate and allow to dry (disc or rip). Lifts not to exceed 8 inches loose

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Compaction Construction Requirements

Moisture Requirements - Table 205-2

- MR 0-5 from optimum to +5%
- MR 3-3 optimum $\pm 3\%$
- MR 5-5 optimum $\pm 5\%$
- MR-90 the moisture content of the soil is sufficient to allow the type of compaction specified in the Contract Documents
- MR-90 is not tested, visual inspection only

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Compaction Construction Requirements

Compaction Requirements

- Type AAA, $\geq 100\%$ of Std. Density
- Type AA, $\geq 95\%$ of Std. Density
- Type A, $\geq 90\%$ of Std. Density
- Type B, sheepsfoot walkout **

**If the Engineer is unable to visually determine that Type B compaction is obtained, the Engineer may conduct density tests on the compacted soil. If tested, compacted soil density shall be at least 90% of the standard density.



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Method of Measurement and Basis of Pay

- (Section 205.5 – page 200-19 & 200-20)
Pay plan quantity unless changes in plan are made or disagreement between Contractor and KDOT regarding quantities arise. If one of these happens, measure and pay based on cross-sectional area.
- Pay Water by Mgal (1000gal). No pay for water used for dust control.
- Pay Compaction by cubic yard.
- Pay Excavation for embankment (Common or Contr. Furn.) by cubic yard.

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Testing Frequencies

Construction Manual, Part V, Appendix A (non-QC/QA))

- Compaction Tests
- Moisture Tests

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**SAMPLING AND TESTING FREQUENCY CHART
NON QUALITY CONTROL QUALITY ASSURANCE SPECIFICATIONS**

CONSTRUCTION OR MATERIAL TYPE 2015 Std. Spec. (SS 2015)	TESTS REQUIRED (RECORDED TO)	TEST METHOD	CMS	CODE	VERIFICATION SAMPLES & TESTS (Note f)	CODE	ACCEPTANCE SAMPLES & TESTS
DIVISION 200							
COMPACTION OF EARTHWORK Sec. 204, 205 & 208							
Compaction	Field Density Tests (0.1 lb/ft ³ [1 kg/m ³] or 0.1% of optimum density)	KT-13 or KT-51	ACI			a	4 per day per lift when visual determination is not possible.
Backfill	Field Density Tests (0.1 lb/ft ³ [1 kg/m ³] or 0.1% of optimum density)	KT-13 or KT-51	ACI				1 per structure minimum (each side).
Moisture Content	Moisture Tests (0.1 g or 0.01% of mass)	KT-13 or KT-51	ACI			a	4 per day per lift when visual determination is not possible.
Backfill	Moisture Tests (0.1 g or 0.01% of mass)	KT-13 or KT-51	ACI				1 per structure minimum (each side).
Compaction Types AAA, AA, or A	Field Density Tests (0.1 lb/ft ³ [1 kg/m ³] or 0.1% of optimum density)	KT-13 or KT-51	ACI			a b	1000 ft (300 m).
Moisture Content Requirements for MR-0, MR-3, MR-3-3 or MR-5	Moisture Tests (0.1 g or 0.01% of mass)	KT-11	ACI			e	
SPECIAL FILL Sec. 209	Field Density Tests (0.1 lb/ft ³ [1 kg/m ³] or 0.1% of optimum density)	KT-13 or KT-51	ACI				1 per lift per 300 feet (100 meters) of wall or once daily
MECHANICALLY STABILIZED EARTH FILL Sec. 214	Field Density Tests (0.1 lb/ft ³ [1 kg/m ³] or 0.1% of optimum density)	KT-13 or KT-51	ACI				1 per lift per 300 feet (100 meters) of wall or once daily



Bases



Module
1

Kansas Department of Transportation



Grading and Bases

1. Contractor Construction Staking
2. Subgrade Modification
3. Base Courses

Kansas Department of Transportation



Grading and Bases



Kansas Department of Transportation



81-96 KA 3356-01 Shoofly Construction



Pro-Tip!!!

- At beginning of project – Look at the list of line items
 - Look up each line item in the spec – Read each spec
 - Check out the list of Special Provisions
- Do this at the start of every project

1. Contractor Construction Staking

- Section 802
- Licensed Professional Land Surveyor
- Section Corners
- Right-of-way Markers
- Benchmarks
- Project Staking

15 00015
REVISED

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 802 and replace with the following:

**SECTION 802
CONTRACTOR CONSTRUCTION STAKING**

802.1 DESCRIPTION
Provide land surveying and construction surveying services and set right-of-way survey monuments according to the Contract Documents, KDOT's Construction Manual-Part III and consistent with standard surveying practices.
For the purposes of this specification, work being performed by the Professional Surveyor shall conform to the Kansas Statutes and Kansas State Board of Technical Profession's Regulations.
Work may be performed by the Professional Surveyor's authorized agents and employees as allowed by the Kansas Statutes and Kansas State Board of Technical Profession's Regulations.

BID ITEMS	UNITS
Contractor Construction Staking	Lump Sum
Right-of-Way Survey Monument	Each
Benchmark Monument (Concrete Cylinder)	Each
Monument Box	Each
Sign (Environmental Mitigation)	Each

802.2 MATERIALS

a. General. Provide the necessary materials to complete the specified surveying services. Provide materials and equipment that comply with the current requirements of the Kansas Statutes, Kansas State Board of Technical Profession's Regulations and the Contract Documents.

b. Benchmark Discs. Provide standard manufacture 2-inch diameter, domed, brass or bronze survey monuments to be set in concrete.
Refer to subsection 802.3c(7) for individual stamping requirements.

c. Concrete. Use commercial grade concrete that complies with SECTIONS 401 and 402.
Voluntary proportioning and hand mixing of concrete is permitted for concrete footings where small quantities are required.

d. Miscellaneous Materials. Provide the following miscellaneous materials:

- Commercially available steel posts that comply with the physical requirements for steel delineator posts, DIVISION 1000.
- 3-inch x 8-inch x 16-page metal sign blanks.
- Commercially available galvanized 2-inch x 5/16-inch bolts, with 2 flat washers, 1 lock washer and 1 nut per bolt.
- Commercially available 1/2-inch x 30-inch reinforcing steel bars (non-coated, and
- Other miscellaneous materials for R/W Survey Monuments detailed in the Contract Documents.

e. Monument Box. Provide a monument box of the brand and type shown in the Contract Documents.

f. Acceptance of Materials. The Engineer will accept materials for the specified surveying services, right-of-way survey monuments, miscellaneous materials and monument boxes based on compliance with dimensional and other specified requirements and visual inspection for condition.

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802.1 DESCRIPTION

Provide land surveying and construction surveying services and set right-of-way survey monuments according to the Contract Documents, KDOT's Construction Manual-Part III and consistent with standard surveying practices.

For the purposes of this specification, work being performed by the Professional Surveyor shall conform to the Kansas Statutes and Kansas State Board of Technical Profession's Regulations.

Work may be performed by the Professional Surveyor's authorized agents and employees as allowed by the Kansas Statutes and Kansas State Board of Technical Profession's Regulations.

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1. Contractor Construction Staking



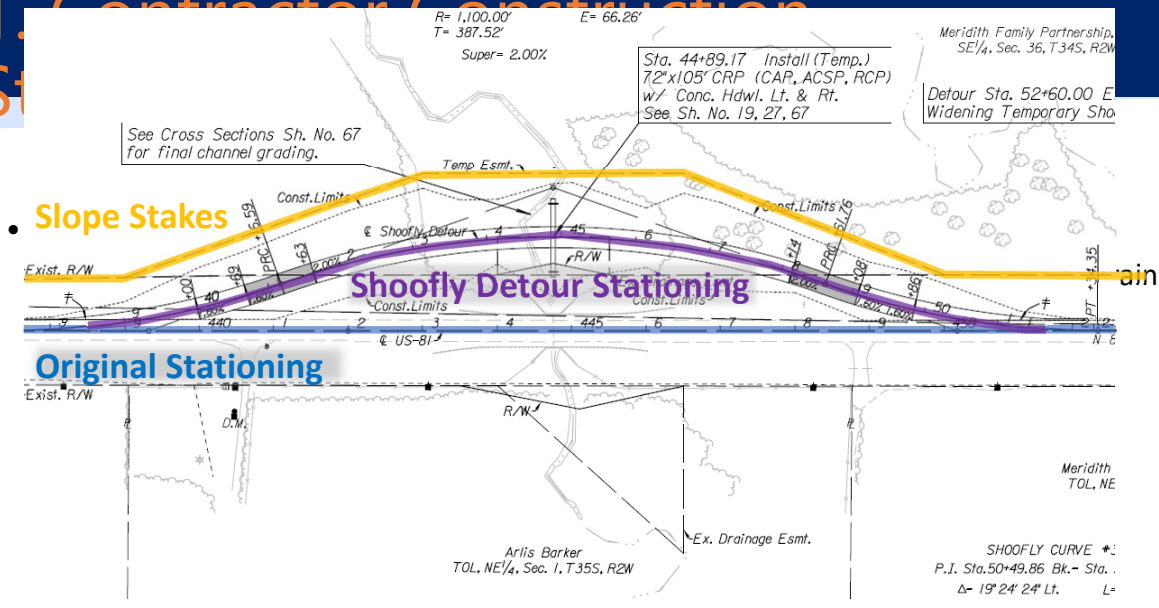
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Kansas Department of Transportation

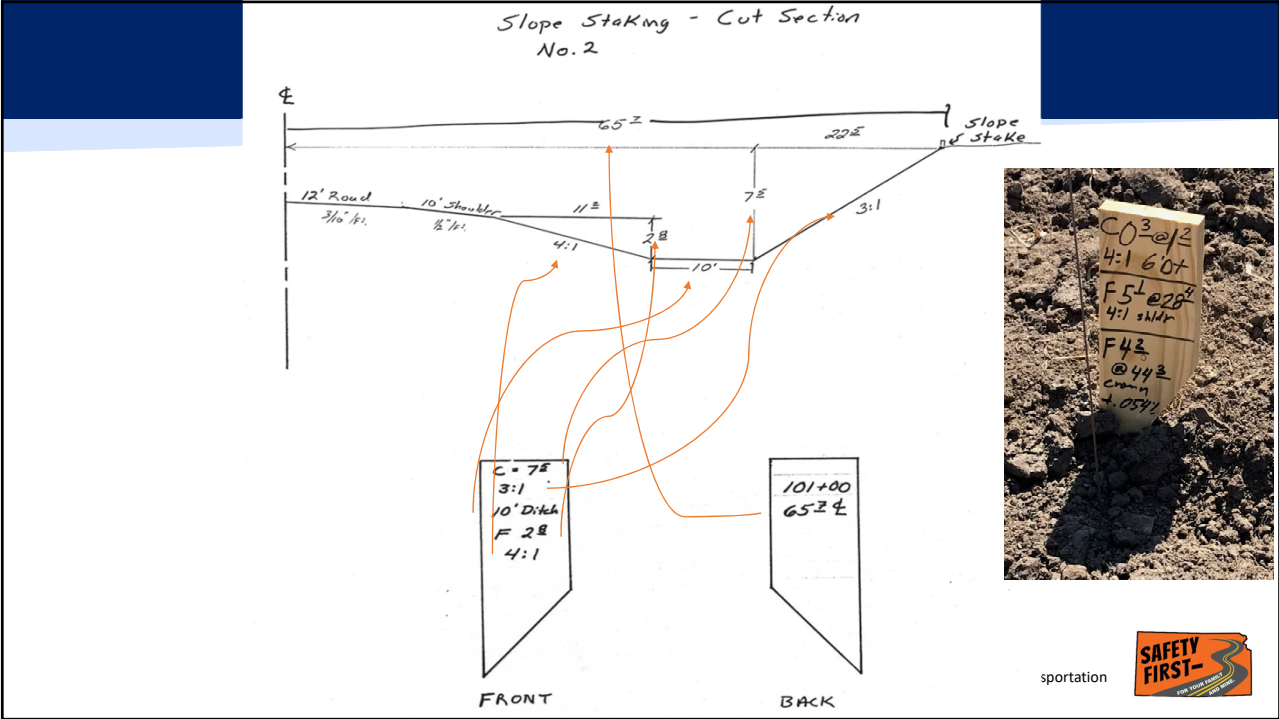


1. Contractor Construction Staking



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End of Module 1: Contractor Construction Staking

Bases



Module
2

Kansas Department of Transportation



Grading and Bases

1. Contractor Construction Staking
2. Subgrade Modification
3. Base Courses

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Grading and Bases



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Subgrade Modifications

What do we build roads on?

- Rock
- Soil
 - Sand
 - Clay
 - Silt
 - Any combination of the above



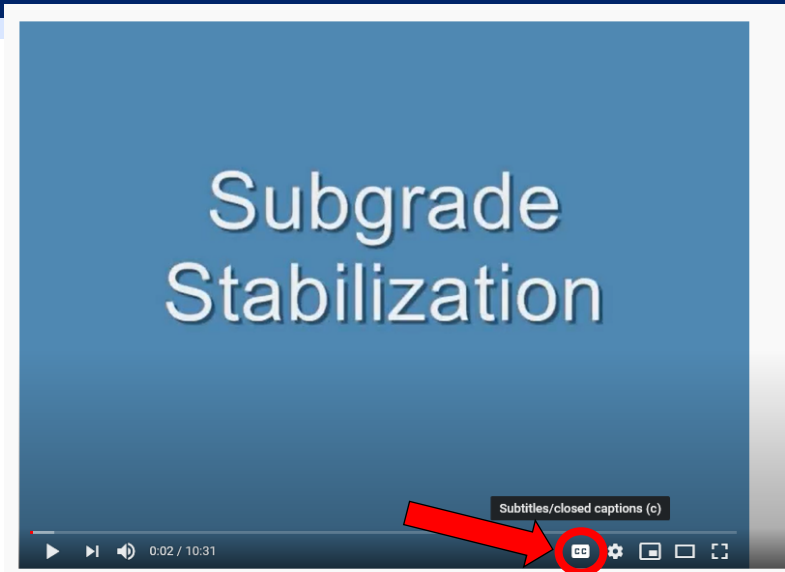
ortation



Subgrade Modifications

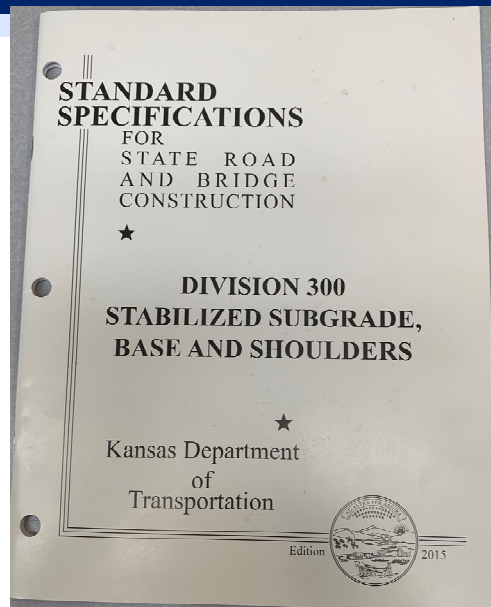
- [Video](#)

“University of Kansas
Soil Stabilization Video”



University of Kansas Soil Stabilization Video.wmv

Subgrade Modifications



Kansas Department of Transportation



Subgrade Modifications

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Base

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Subgrade Modifications

Section 301, Page 300-1

- Work consists of scarifying the roadbed, incorporating water, aggregates and/or additives, and compacting to stabilize the roadway
 - Example is an old roadway is Pulverized and mixed into the existing subgrade.
- Additional Aggregate and/or Binder Material can be mixed into the subgrade as well.
- Binder Examples are Cement, Fly Ash, or Calcium Chloride (SS 301.3-a-4)

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Subgrade Modifications

- Lime Treated Subgrade (SS 302)
- Cement/Fly Ash Treated Subgrade (SS 303)
- Crushed Stone Subgrade (SS 304)



Subgrade Modifications

- Preparation – Breaking up existing material (scarify)
- Incorporation – Mixing in the specified additive (possible curing)
- Compaction – Compacting the material
- Trimming – Cutting the surface to the correct grade (may need to re-compact)
- Curing & Protection – Allow additive to work and protect from erosion.

Remember...this is Kansas!



Subgrade Modifications

Important Notes

- Overall - Do not perform on frozen ground.
- Incorporation - Do not apply the additive (lime, fly ash, CaCl, cement, etc) if conditions are such that the material is lost due to wind or rain.
- Trimming - If more than 20,000 SY, automatic grade controlled equipment is required.
- Post-Trimming Compaction - the trimmed surface must be compacted with a smooth-wheel or pneumatic-tire roller (not sheep-foot).


Su Lime	SECTION 2002 HYDRATED LIME	a
<p>2002.1 DESCRIPTION This specification covers hydrated lime suitable for use in mortar, portland cement concrete and the treatment of soil, soil-aggregate and asphalt mixtures.</p> <p>2002.2 REQUIREMENTS</p> <p>a. General. Ship and store lime in moisture proof containers. Lime that has become partially set or caked will be rejected.</p> <p>b. Hydrated Lime for Mortar and Concrete. Provide Type N, normal finishing hydrated lime that complies with ASTM C 206.</p> <p>c. Hydrated Lime for Treating Soil, Soil-Aggregate and Asphalt Mixtures. (1) Hydrated lime for this purpose is any hydrated lime product consisting of hydrated lime and insoluble inert material and complying to the following: <ul style="list-style-type: none"> • Available Lime Index as Calcium Hydroxide, % min 90 (2) Hydrated lime for treating soil, soil-aggregate and cold in-place recycle asphalt pavement may be manufactured at the jobsite by slaking pebble quicklime. Use equipment specifically manufactured for this purpose and approved by the Field Engineer. Provide a certification stating the purity of the load with each load of quicklime. Verification sampling of the pebble quicklime is required on the basis of 1 sample per 10 loads. Identify the sample as raw material for lime slaking, and submit a one quart sample with the certification for the load sampled to the MRC for comparison to the laboratory test. (3) Carbide lime may also be used for treating soil and soil-aggregate. Carbide lime is hydrated lime created as a by-product of acetylene gas manufacturing. It is a relatively pure form of hydrated lime and retains approximately 50% moisture indefinitely after the manufacturing process. Its consistency at delivery is that of a flowable to semi-flowable paste which can be spread evenly over the subgrade. Provide hauling equipment that can be sufficiently sealed to prevent loss of the material during transportation. During loading of the material, thoroughly mix the upper crust with the lower portions to provide a consistent product. The solids portion of the carbide lime material must comply with all chemical and physical requirements of subsection 2002.2e above, except as noted below. Determine the percent solids of the material by using a rapid method (e.g. microwave), approved by the Engineer. Represent the quantity of material by randomly selecting 1 test per 5 loads for pay, and for determining the rate of application. Provide a copy of each test report to the Engineer along with copies of the weigh tickets represented. If the material demonstrates consistent percent solids content, a reduced testing frequency may be requested according to Part V. Periodic unannounced check tests for moisture content will be conducted by the Engineer. Verification sampling of carbide lime is required on the basis of 1 sample per 10 loads. Place a one quart sample in a sealed, airtight container and forward it to the MRC for analysis. The source of carbide lime used on a project must be tested and approved prior to use. The Engineer will take a representative sample of the material and forward it to the MRC for analysis. The source may be approved without testing if the material is currently being used on another KDOT project and has already been tested and approved. If the available lime index falls below 90% during source qualification or verification testing, the first occurrence will be reported as non-comply (NCPL), and the Project Engineer will be notified. The DME may allow continued use of the source, and adjust the application and pay rates based on the test results, or may require the Contractor to use lime in another form or from another source. All subsequent verification samples from the same source that fail the available lime index will be reported as pass, attention advised (PAAA). (4) Gypsum may be added, no more than 1% by weight, to assist in the pumpability of the lime slurry. If gypsum is used, it shall be incorporated into the process prior to slaking. Any addition of gypsum will be considered subsidiary to the Contract Documents.</p>	<p>2002.3 TEST METHODS Sample and test according to the following methods: <ul style="list-style-type: none"> • Chemical Analysis ASTM C 25 • Sampling, other than field ASTM C 50 • Sampling, Field K1-29 • Physical Tests ASTM C 110 </p> <p>2002.4 PREQUALIFICATION None required, except for source qualification of carbide lime as outlined above. No prequalified lists are maintained for any hydrated lime products.</p> <p>2002.5 BASIS OF ACCEPTANCE</p> <p>a. Hydrated Lime. (1) Receipt and approval of a Type D certification as specified in DIVISION 2600.</p> <p>b. Pebble Quicklime (for slaking). (1) Receipt and approval of the certified lime purity for each load of quicklime. (2) Visual inspection of the final product in the field.</p> <p>c. Carbide Lime (for use as hydrated lime). (1) Approval of the source as outlined in subsection 2002.2c(3). (2) Receipt and approval of a Type C certification as specified in DIVISION 2600. (3) Visual inspection of the material in the field. (4) Adjustments for moisture and available lime index as outlined in subsection 2002.2c(3).</p>	<ul style="list-style-type: none"> ○ Description – which describes the material being discussed ○ Requirements – how the material should perform ○ Test Methods – How the material should be tested ○ Prequalifications – what the material must be shown to be capable of in order to be acceptable ○ Basis of Acceptance – What is needed before the material can be accepted.

Subgrade Modifications

Lime (Section 302 & 2002)

- Page 2000-4
- Material comes in three types
 - Hydrated Lime – Any hydrated lime product consisting of hydrated lime and insoluble inert materials, (Ca(OH)₂)
 - Pebble Quicklime – Lime that has not been hydrated (CaO)
 - Carbide Lime – By-product of acetylene gas manufacturing, is a semi-flowable paste

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Subgrade Modifications

Lime (Section 302 & 2002)

- Section 2002, page 2000-5
- Basis of Acceptance
 - Hydrated Lime –
 - Receipt and approval of a Type **D** Certification.
 - Pebble Quicklime
 - Receipt and approval of a Type **D** Certification
 - OR –
 -

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Subgrade Modifications

Lime (Section 302 & 2002)

2002.3 TEST METHODS

Sample and test according to the following methods:

- Chemical AnalysisASTM C 25
- Sampling, other than fieldASTM C 50
- Sampling, FieldKT-29
- Physical TestsASTM C 110

2002.4 PREQUALIFICATION

None required, except for source qualification of carbide lime as outlined above. No prequalified lists are maintained for any hydrated lime products.

2002.5 BASIS OF ACCEPTANCE

a. Hydrated Lime.

- (1) Receipt and approval of a **Type D** certification as specified in **DIVISION 2600**.

b. Pebble Quicklime (for slaking).

- (1) Receipt and approval of the certified lime purity for each load of quicklime.
- (2) **Visual inspection of the final product in the field.**

c. Carbide Lime (for use as hydrated lime).

- (1) Approval of the source as outlined in **subsection 2002.2c(3)**.
- (2) Receipt and approval of a Type C certification as specified in **DIVISION 2600**.
- (3) Visual inspection of the material in the field.
- (4) Adjustments for moisture and available lime index as outlined in **subsection 2002.2c(3)**.

2000-5





Motor Grader ripping a minimum of 4 inches up to 1 inch less than the specified depth of Lime Treatment shown in plans

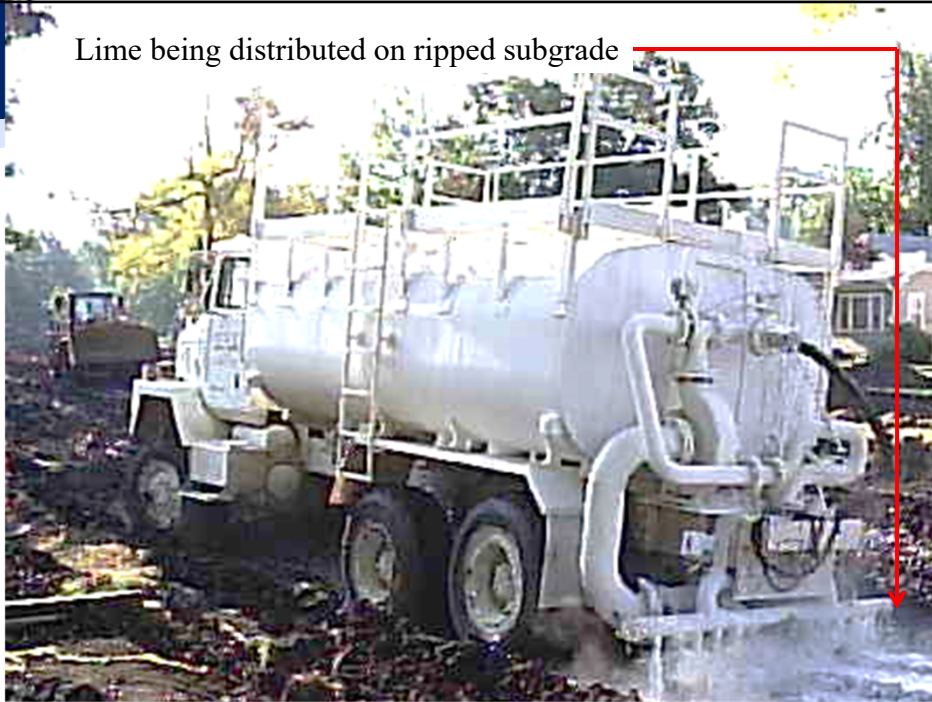


Slaking Tank – lime and water are mixed here.

29 8:51 AM



Lime being distributed on ripped subgrade



Lime being distributed on ripped subgrade



Mixer performing initial mix



Add water as necessary during initial mixing to ensure the moisture content is 8 percent above the optimum moisture content of the raw soil being treated.





Completed mixture is sealed by lightly rolling with a pneumatic-tired roller, and a 7 day cure period must take place for material mixed-in-place



Cure by sprinkling with water, no other vehicular traffic other than watering equipment allowed on finished subgrade. Contractor has option of curing with bituminous prime coat.



Subgrade Modifications Cement or Fly Ash Treated Subgrade (Section 303 & 2000)



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Subgrade Modifications

Fly Ash Treated Subgrade (Section 303 & 2005)

- Byproduct of
 - Many sources and varying types and qualities
 - Type C required for stabilization work. Page 2000-9. Accept on receipt of Type C certification and must be from prequalified source (PQL 7.1)
- Material is susceptible to moisture contamination

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Subgrade Modifications

Cement (Section 303 & 2001)

- Basis of Acceptance
 - Must be from prequalified source (PQL 5.1)
 - Proper certification must accompany each shipment of cement

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Subgrade Modifications

Crushed Stone Subgrade (Section 304 & 1100)

- Rather rare
- Essentially very fine crushed rock
- Mixed with water and compacted

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End of Module 2: Subgrade Modification

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Bases



Module
3

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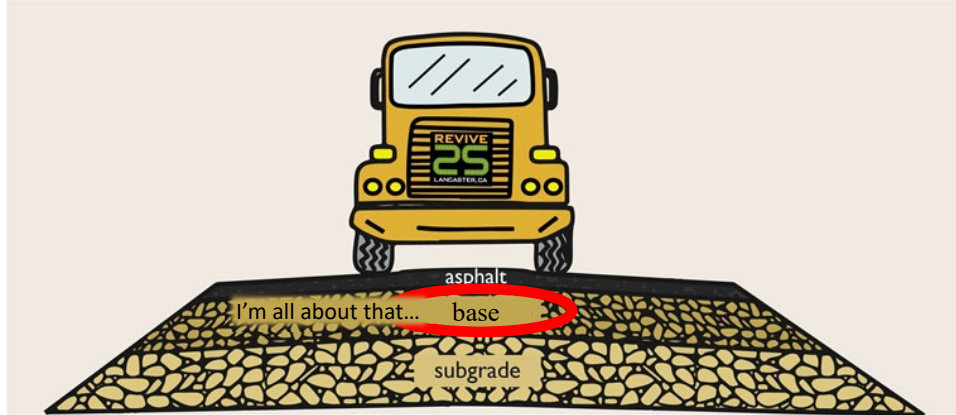
Grading and Bases

1. Contractor Construction Staking
2. Subgrade Modification
3. Base Courses

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Base Courses



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Base Courses

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Base

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Aggregate Base & Aggregate Shoulders (Section 305)

- Work consists of mixing aggregate with a binding agent, placing to grade, compacting, and curing.



Aggregate Base & Aggregate Shoulders (Section 305 & 1104/1113)

- AB-* & AS-* material designations
- Usually seen as AB-3 and AS-1.
(same gradation requirements for both)
- Crushed rock of a specified size is mixed with water, and possibly calcium chloride, to predetermined percentages (Section 1104).
- Can be mixed on or off site.
- Material can be placed up to 6" in one lift, multiple equal thickness lifts if more than 6" depth. Lift size may be increased to 8" with **vibratory rollers**.



Cement Treated Base

(Section 306)

- **Compressive Strength 650 – 1600 psi**
- **Requires a job-mix design.**
- **Mixed in batch plant and hauled to project site**

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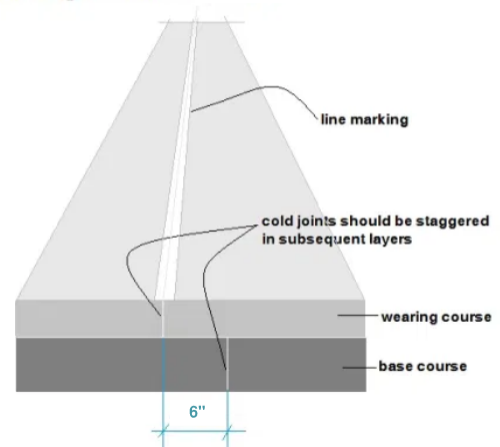


Cement Treated Base

(Section 306)

- Maximum lift thickness is 6 inches.
 - If plan thickness is greater than 6", split into multiple lifts of equal thickness with max thickness of 6".
 - Offset longitudinal joints by at least 6" between lifts
- Compact to 95% of the standard density within 2 hours or before it reaches initial set.
- Trim and re-compact the CTB within 2.5 hours of the time the water is added to the mix.
- Apply a wax-based liquid compound for the curing material at a rate of

Planning location of longitudinal joints



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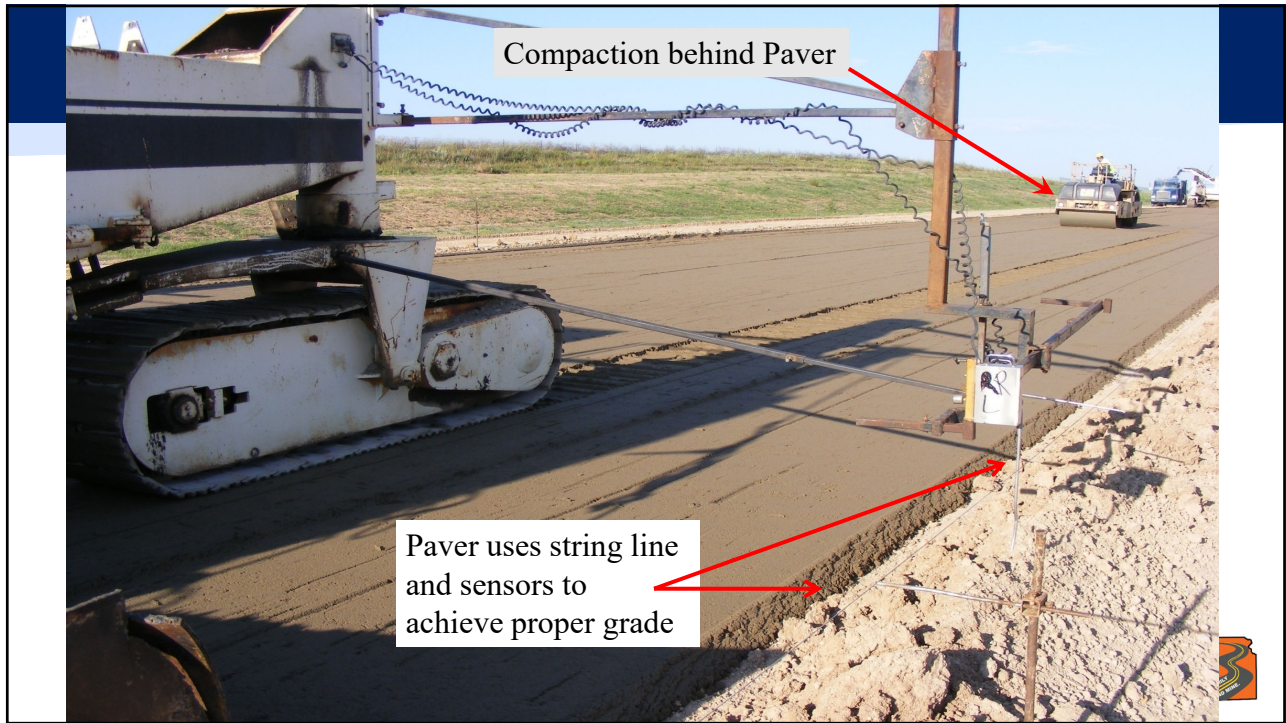


CTB being dumped into paver



Placing CTB with paver







Cement Treated Base (Section 306)

- Cure for a period of [] Protect from [] during cure.
- Pavement can be placed on the CTB a minimum of 24 hours if all traffic and equipment is kept off the CTB
- CTB to be scored or cut to coincide with pavement joints if 7-day compressive strength exceeds [] or if pavement is placed before 7 days.
- Paid by the Square Yard .
- Quality control testing frequencies found in part V appendix B.

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Granular Base (Section 307 & 1106)

- Similar to others chapters, just a different gradation in section 1106.



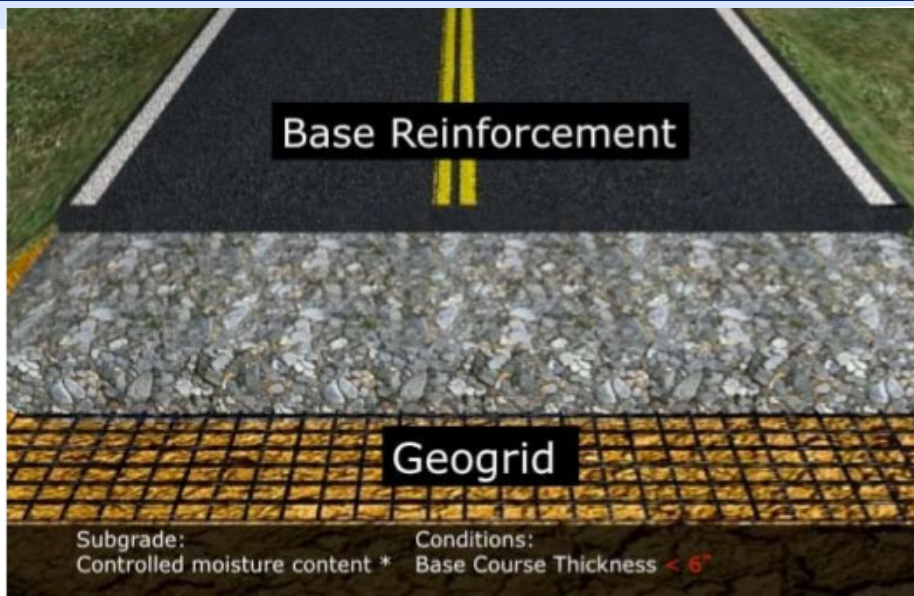
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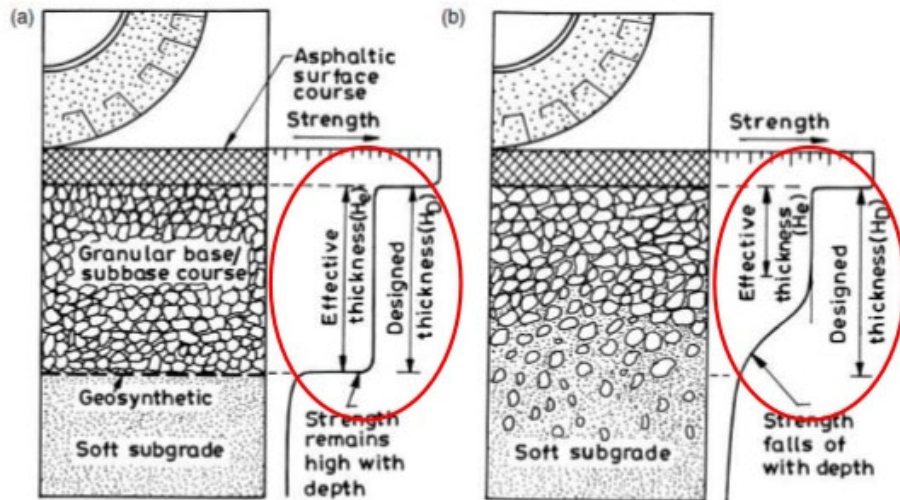
Geosynthetic Reinforced Base (Section 308 & 1710)



Geosynthetic Reinforced Base (Section 308 & 1710)



Geosynthetic Reinforced Base (Section 308 & 1710)



Geosynthetic Reinforced Base (Section 308 & 1710)

- Generally used where subgrade modification isn't feasible
- Do not store material in direct sunlight



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End of Module 3: Bases

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Traffic Control & Pavement Markings

Certified Inspector Training 2020-21

Tim Nichols

Kansas Department of Transportation



Tim Nichols

District Six Construction Mentor
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Course Objectives

- To provide student an introduction to T.C. and Pavement Marking specifications and Traffic Engineering Standards.
- To prepare students to be able to...
 - Inspect Traffic Control according to KDOT specifications.
 - Inspect Pavement Marking according to KDOT specifications.
 - Evaluate projects for Safety concerns.

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Review of Inspectors Responsibilities Specifications

Section 805 - Work Zone Traffic Control
Section 806 & 807 - Permanent Pavement Markings
and Painted Pavement Marking
Section 808 - Removal of Existing Pavement Markings
Section 810 - Inertial Barrier Systems
Section 812 - Permanent Signing
Traffic Engineering (TE) Standards

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Why do we inspect Traffic Control?

To SAFELY Guide Traffic

Safeguard against Litigation



Protect Highway Workers

Protect the Public including
our Family and Friends!

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How do we accomplish this? Inspector Preparation

- Know your Role
- Know the requirements and the Specifications
- Know the project
- Know where to get information
- Don't be afraid to ask Questions

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Sources of Information

1. Standard Specifications
2. Project Plans (Including T.E. Standards)
3. Special Provisions in Contract (T.E. Standards)
4. Manual on Uniform Traffic Control Devices (M.U.T.C.D)
5. Construction Manual
6. Flagger Handbook
7. Quality Standards for Work Zone Traffic Control Devices Handbook

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Traffic Control Inspection

Review the project.

Document all changes and conversations that were made to the traffic control plan and explain why changes were made and who made the decision.

Be thorough...

SAFETY IS THE PRIORITY

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Traffic Control Inspection

Documentation: Traffic Control Diary

- Clear
- Complete
- WHO, WHAT, WHERE, WHEN, WHY

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Traffic Control Inspection

Documentation:
 Daily Traffic Control Worksheet: Quantities,
 Each Per Day Sign counts, etc.

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Daily Log (Signs)																		
		FINES DOUBLE IN WORK ZONE	GIVE EIM A BREAK	ROAD WORK AHEAD	ONE LANE ROAD	Speed Reduction (I)	SPEED LIMIT	BE PREPARED TO STOP	XX MPH speed limit sign (axis)	END ROAD WORK	NO PASSING ZONE	Ahead Closed Ahead	Ahead closed 1/2 mile ahead	ROAD CLOSED	DO NOT PASS	STOP	Flagger (Symbol)	
2	Type	KI-104a	KI-105a	w20-1	w20-4	w3-5	r2-1	w3-4	w13-1	KG20-2	w14-3	w20-3	w20-3	r11-2	r4-1	r1-1	w20-7a	
3	sq ft	12	16	16	16	9	5	16	4	5	2	5	16	16	10	5	625	16
4	Size	M	M	M	M	S	S	M	S	S	S	M	M	M	S	S	M	
5	Total	1040	1040	10483	156	436	436	176	506	5992	664	592	440	5601	996	208	146	
502	07/22/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
503	07/23/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
504	07/24/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
505	07/25/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
506	07/26/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
507	07/27/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
508	07/28/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
509	07/29/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
510	07/30/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
511	07/31/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
512	08/01/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
513	08/02/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
514	08/03/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
515	08/04/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
516	08/05/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
517	08/06/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
518	08/07/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
519	08/08/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
520	08/09/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
521	08/10/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
522	08/11/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
523	08/12/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
524	08/13/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
525	08/14/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	
526	08/15/17	2	2	22	2	4	4	2	5	12	8	2	5	7	6	0	2	

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Daily Log (TC Devices)									
		Type III Barricade	Type A Lights	Chanilizers (Portable)	Type B Lights				
2	Type	Type III B	Type A	Chan	type b				
3	Total	22670	24081	144835	334	0	0	0	0
6	06/26/16	8	8	46					
9	06/27/16	8	8	46					
10	06/28/16	8	8	46					
11	06/29/16	8	8	46					
12	06/30/16	8	8	46					
13	07/01/16	8	8	46					
14	07/02/16	8	8	46					
15	07/03/16	8	8	46					
16	07/04/16	8	8	46					
17	07/05/16	112	8	792					
18	07/06/16	13	224	77					
19	07/07/16	13	18	77					
20	07/08/16	13	18	77					
21	07/09/16	13	18	77					
22	07/10/16	13	18	77					
23	07/11/16	13	18	77					
24	07/12/16	21	28	137					
25	07/13/16	21	28	91					
26	07/14/16	21	28	91					
27	07/15/16	17	24	91					
28	07/16/16	17	24	91					
29	07/17/16	17	24	91					
30	07/18/16	17	24	91					
31	07/19/16	17	24	91					
32	07/20/16	17	24	91					
33	07/21/16	17	24	91					
34	07/22/16	17	24	91					

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1	Sign Count (Total)				
2	Small	9238			
3	Medium	19674			
4	Large	0			
5					
6					
7	Traffic Control Devices (Total)				
8	Type III Barricade	22670			
9	Type A Lights	24081			
10	Chanilizers (Portable)	144835			
11	Type B Lights	334			
12		0			
13		0			
14		0			
15		0			
16	Total Chanilizers	0			
17					
18	Pay Estimate Quantities				
19	Small	9238			
20	Medium	19674			
21	Large	0			
22	Type III Barricade	22670			
23	Type A Lights	24081			
24	Chanilizers (Portable)	144835			
25	Type B Lights	334			
26		0			
27		0			
28		0			
29		0			
30	Total Chanilizers	0			
31					

Dates	
From:	3/14/2016
To:	8/29/2017

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Traffic Control Inspection

Documentation:

Daily Traffic Control Setups

- Sign Inventories
- Work-zone Lengths
- Pilot Car Turnaround Times
- Sign & Flagger Appearances

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Traffic Control Inspection

Nighttime:

- Check signs and pavement markings
- Check that warning lights and arrow boards are working and not blinding.
- Do checks as often as necessary; once or more per week on more complex projects
- Remember to document your inspections

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Do What?



Inspector Responsibility: Construction Manual

- Part II - 2.07.02 RESPONSIBILITY, AUTHORITY AND BEHAVIOR OF THE INSPECTOR
- **a. Responsibility.** The Inspector is responsible for determining that the work is being,
 - constructed in accordance with the requirements of the Contract Documents. This does not give the Inspector the right to unnecessarily or willfully disrupt the operations of the Contractor.



Construction Manual

The Inspector must:

become thoroughly familiar with the Contract Documents and *review them frequently*, as they apply to the work inspected;

be capable of recognizing immediately if the inspected work conforms to the contract requirements;

know how the work fits into the overall schedule.

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Construction Manual

If any specified tolerance governing the Contractor's work is found to be unrealistic, the Inspector shall report it to the Inspector's supervisor.

If any material or any portion of the work does not conform to the requirements, the Inspector should so notify the Contractor, tell them why it does not conform, and record it in the daily report.

Should the Contractor ignore the notice and continue the operation, then the Inspector's supervisor should be promptly advised.

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Specifications

Kansas Department of Transportation



805 - WORK ZONE TRAFFIC CONTROL & SAFETY



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WORK ZONE TRAFFIC CONTROL AND SAFETY

805.1 DESCRIPTION

Provide, erect, maintain and remove traffic control devices as shown in the Contract Documents.

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805.1 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.1 DESCRIPTION

•BID ITEMS

- Work Zone Signs (0 to 9.25 Sq. Ft.)
- Work Zone Signs (9.26 to 16.25 Sq. Ft.)
- Work Zone Signs (16.26 Sq. Ft. and over)
- Work Zone Sign (Special) (**)
- Work Zone Barricades (Type 3 – 4 to 12 Lin. Ft.)
- Work Zone Barricades (Pedestrian)
- Arrow Display
- Portable Changeable Message Sign
- Channelizer (Fixed)
- Channelizer (Portable)
- Channelizer (Pedestrian)
- Work Zone Warning Light (Type "A" Low Intensity)
- Work Zone Warning Light (Red Type "B" High Intensity)
- Control (Initial Setup)

UNITS

- Each Per Day
- Each Per Day
- Each Per Day
- Each
- Each Per Day
- Each per Day
- Each Per Day
- Each Per Day
- Each Per Day
- Each Per Day
- Each per Day
- Each Per Day
- Each Per Day
- Lump Sum

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Work Zone signs



Kansas Department of Transportation



Work Zone signs



Kansas Department of Transportation



805.2 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.2 MATERIALS

Provide materials as shown in the Contract Documents that comply with the following requirements.

Retroreflective Sheeting	DIVISION 2200
Portable Changeable Message Signs	DIVISION 1700
Work Zone Warning Lights.....	DIVISION 1700
Temporary Pavement Marking/Line Masking Tape....	DIVISION 2200
Traffic Line Paint.....	DIVISION 2200
Raised Pavement Markers.....	DIVISION 2200

Kansas Department of Transportation



805 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.2 MATERIALS

2201 - RETROREFLECTIVE SHEETING

2201.2 REQUIREMENTS

a. General.

Provide retroreflective sheeting that complies with ASTM D 4956. The type to be provided will be shown in the Contract Documents. Types and classes are as defined in ASTM D 4956.

Kansas Department of Transportation



805.2 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.2 MATERIALS

2201 - RETROREFLECTIVE SHEETING

2201.6 BASIS OF ACCEPTANCE

a. **Permanent Sheeting.**

- (1) Prequalification as required by **subsection 2201.4.**
- (2) Satisfactory results of tests conducted at MRC. Each lot of sheeting will be sampled at destination by a representative of KDOT and will be subjected to a visual examination and tested for physical properties as necessary to verify that the sheeting complies with this specification.
- (3) Receipt of the warranty certification as specified in subsection 2201.3 by the Project Engineer.

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<p>Four, Chanute Five, Hutchinson Six, Garden City</p> <p>Talking Points How to Contact Service Desk (Starting Nov. 8th) KORA Restricted Computer Access Smart Device</p> <p>*EBITS ServiceNow* EBITS ServiceNow</p> <p>Office 2016 (Office 365) Please follow the link below for information regarding the upgrade to Office 2016 Office 2016 Email Lync 2013</p>	<p>KDOT Applications KORA Administrator Reports Portal CADD Support CM1 Handbook/Manual</p> <p>FAQ's 2016</p>	<p>KPEKS Home Safety and Health Disaster Recovery SDS Library</p> <p>Employee Information KDOT Phone Directory A - Z KDOT Employee Info</p>	<p>Business Areas Organizational Chart ESOB Emergency Procedures Diversity & Inclusion Network</p> <p>Windows 10 Windows 10 Presentation KDOT Computer Specs Hardware Order Form</p>
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KDOT announces approval of August bids
September 4, 2019
KDOT announces approved bids for state highway construction and maintenance projects in Kansas. The letting took place Aug. 21, 2019, in Topeka.
[Read More...](#)

KDOT's new Cost Share Program now accepting applications
September 3, 2019
KDOT has launched a new program designed to provide state funding for transportation projects while also leveraging local and private funding.
[Read More...](#)

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COST SHARE PROGRAM

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NEW COST SHARE PROGRAM
 The Cost Share Program provides financial assistance to local entities for construction projects that improve safety, leverage state funds to increase total transportation investment, and help both rural and urban areas of the state improve the transportation system. Learn more about how you can get involved [here](#).

LATEST NEWS
[KDOT announces appr September 4, 2019](#)
[KDOT announces appro construction and mainte took place Aug. 21, 2019](#)
[KDOT's new Cost Share Program now accepting applications September 3, 2019](#)
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SAFETY FIRST
 FOR YOUR NAME AND HOME

Specifications and Manuals
[Specifications](#)
[Construction Manual, Parts I -V](#)
[Geotechnical Manual](#)
[Bridge Construction Manual](#)

Policies
[Construction Storm Water and Pollution Control](#)
[Utility Accommodations Policy](#)
[Technical Advisories & Policies](#)

Construction and Materials
[KDOT's Pipe Policy](#)
[Certificate of Aggregates](#)
[Concrete Pavement Aggregate Sources](#)
[Hot Mix Aggregate Specific Gravity Values](#)
[Hot Mix Asphalt Designs](#)
[Pre-Qualified Materials](#)
[Prequalified Materials and New Products Approvals](#)
[CIT2 Manual and Related Links to KSU](#)
[Official Quality and Verification Status Report](#)
[Kansas Geological Abbreviations for Classification of Ledges](#)

KDOT Internet Forms Warehouse
[Standard Drawings - KART Service Account \(Engineering Manuals, Software & Resources\)](#)
[CMS Specs \(PC Minimum Requirements\)](#)

Partnering Program
[KCA/KDOT Partnering Program](#)

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SAFETY FIRST
 FOR YOUR NAME AND HOME

19.11 [Epoxy Pavement Marking Material](#) - Material Code Numbers: 212000001 - White, 212000002 - Yellow, 212000006 - Hardener - (11-22-16)

19.12 [Plowable Raised Pavement Markers](#) - DELETED - (11-22-16)

19.13 [Multi-Component Liquid Pavement Marking Material](#) - Material Code Group: 214 - (11-26-18)

19.14 [Intersection Grade Pavement Marking Materials](#) - (11-26-18)

19.15 [List of Prequalified Integrated Multi-Polymer Pavement Marking Material](#) - Material Code Group: 214 - (10-23-18)

20. Reflective Sheeting Products

20.1 [Retroreflective Sheeting](#) - Material Code Group: 201 - (05-24-19)

20.2 [Retroreflective Sheeting Products \(Construction Work Zone Signs, Barricades, And Channelizing Drums\)](#) - Material Code Group: 208 - (07-24-19)

20.3 [Prismatic Sheeting For Equipment](#) - Material Code Number: TS0113000 - (05-24-19)

20.4 Retroreflective Sheeting - DELETED

20.5 [Roll-Up Signs](#) - (05-24-19)

21. [Scale Service Agencies, Registered](#) - (07-24-15)

22. Items for Structures

22.1 [Welded Stud Shear Connector](#) - Material Code Group: 075 - (03/22/19)

22.2 [Modular Expansion Devices](#) - (12-22-16)

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805.2 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.2 MATERIALS

2201 - RETROREFLECTIVE SHEETING

2201.6 BASIS OF ACCEPTANCE

b. Temporary Sheeting. Retroreflective sheeting used to manufacture temporary traffic control signs will be accepted on the basis of a certification prepared by the contractor stating that the retroreflective sheeting used to manufacture the signs was prequalified under this specification, and visual inspection by the Engineer for condition and other requirements.

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805.2 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.2 MATERIALS

b. Work Zone Signs. The size and layout of the sign message shall comply with the Contract Documents and the "Standard Highway Signs and Markings", latest edition.

Use fluorescent orange Type IV or better sheeting for all work zone orange signs. Use standard colors in Type III sheeting or better for all other work zone signs.

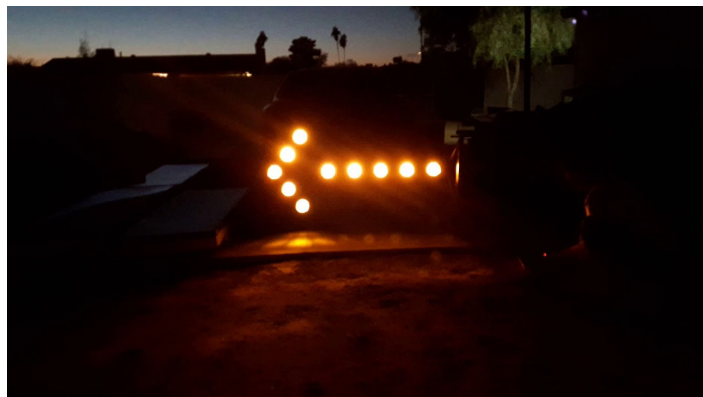
Opaque, fluorescent orange Type IV or better, roll up signs may be used in approved situations. Do not use mesh signs.

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805.2 - WORK ZONE TRAFFIC CONTROL & SAFETY

d. Arrow/Warning Display



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805.2 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.2 MATERIALS

e. Channelizers. Channelizers, fixed or portable or pedestrian, shall comply with the Contract Documents. Provide non-metallic drums, conical delineators, tubular markers, cones, Type 2 barricades, vertical panels and direction indicator barricades as shown in the Contract Documents.

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805.2 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.2 MATERIALS

Provide drums, tubular markers, cones, Type 2 barricades, and direction indicator barricades with Type III orange and white retroreflective sheeting, as shown in the Contract Documents. Provide Type IV fluorescent orange sheeting on conical delineators and on the directional indicator barricade arrow panel. The orange and white stripes on the direction indicator barricade and the white sheeting on the conical delineators will be Type III sheeting.

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805.2 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.2 MATERIALS

Provide drums and conical delineators that have at least 2 orange and 2 white Type III (or better) retroreflective sheeting stripes. Additional stripes may be non-retroreflective with a maximum width of 3 inches.

Provide tubular markers 28 - 42 inches tall that have at least 2 white Type III retroreflective sheeting stripes.

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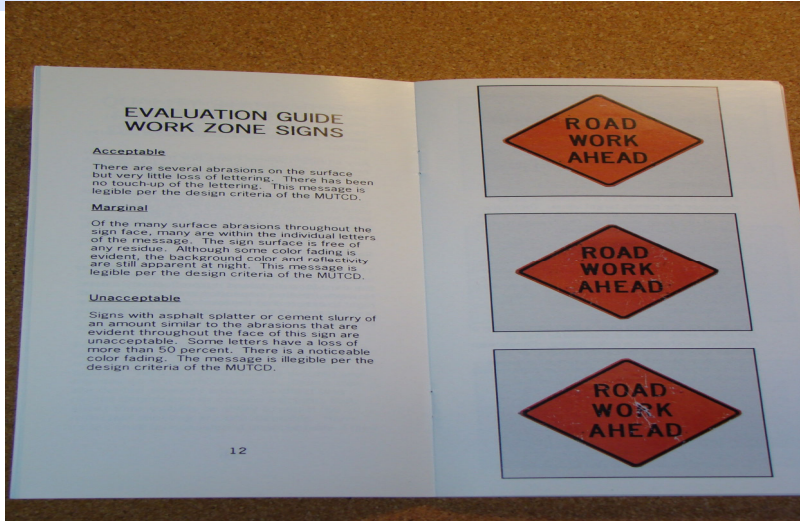


Quality Standards Booklet



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**EVALUATION GUIDE
WORK ZONE SIGNS**

Acceptable

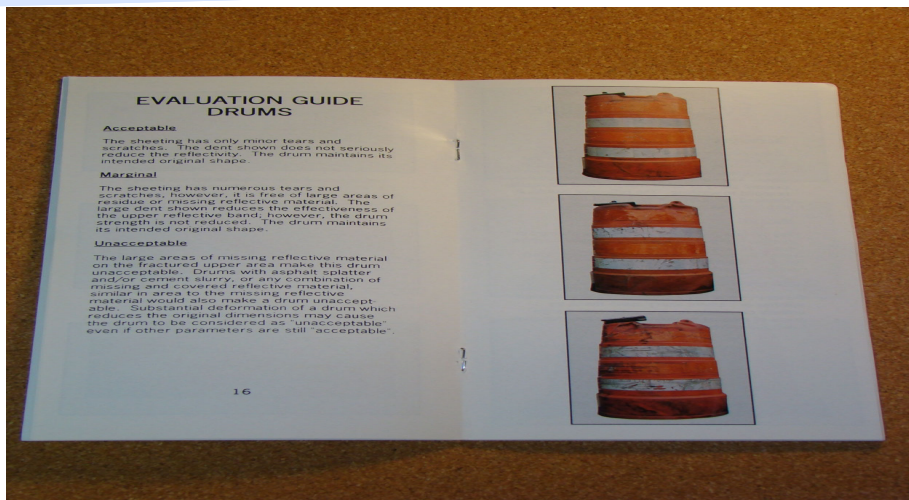
There are several abrasions on the surface but very little loss of lettering. There has been no touch-up of the lettering. This message is legible per the design criteria of the MUTCD.

Marginal

Of the many surface abrasions throughout the sign face, many are within the individual letters of the message. The sign surface is free of any residue. Although some color fading is evident, the background color and reflectivity are still apparent at night. This message is legible per the design criteria of the MUTCD.

Unacceptable

Signs with asphalt splatter or cement slurry of an amount similar to the abrasions that are evident throughout the face of this sign are unacceptable. Some letters have a loss of more than 50 percent. There is a noticeable color fading. The message is illegible per the design criteria of the MUTCD.



**EVALUATION GUIDE
DRUMS**

Acceptable

The sheeting has only minor tears and scratches. The dent shown does not seriously reduce the reflectivity. The drum maintains its intended original shape.

Marginal

The sheeting has numerous tears and scratches, however, it is free of large areas of residue or missing reflective material. The large dent shown reduces the effectiveness of the upper reflective band, however, the drum strength is not reduced. The drum maintains its intended original shape.

Unacceptable

The large areas of missing reflective material on the fractured upper area make this drum unacceptable. Drums with asphalt splatter and/or cement slurry, or any combination of missing and covered reflective material, similar in area to the missing reflective material would also make a drum unacceptable. Substantial deformation of a drum which reduces the original dimensions may cause the drum to be considered as "unacceptable" even if other parameters are still acceptable.



Evaluation Guide also includes:

Barricade Panels

Cones

Tubular Markers

Warning Lights

Arrow panels

Message Signs

Pavement Tape

Paint

Raised Markers

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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

•805.3 CONSTRUCTION REQUIREMENTS

a. General. The safe and satisfactory movement of traffic through the project is a high priority and is the responsibility of the Contractor. Use reasonable and appropriate devices and methods to safeguard the persons and property of the traveling public on roads on which construction work is in progress. Failure of the Engineer to notify the Contractor to maintain such devices or use such methods does not relieve the Contractor of responsibility.

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805- WORK ZONE TRAFFIC CONTROL & SAFETY

•805.3a CONSTRUCTION REQUIREMENTS

While working within the right-of-way limits on KDOT projects, all KDOT workers shall wear high visibility garments which comply with ANSI Class II (as of July 1st 2020 only Class III will be allowed) during Daylight Hours and ANSI Class E retro-reflectorized pants with an ANSI Class II vest during all other times.

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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

•805.3a CONSTRUCTION REQUIREMENTS

At all times during the progress or temporary suspension of work, provide, erect, remove, relocate, clean, replace and maintain acceptable signs, barricades, channelizers or other necessary traffic control devices and pavement marking shown in the Contract Documents.

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The Contractor shall maintain all signs and devices in an upright position.

The Contractor shall clean or replace any damaged sign or device as directed by the Engineer.





Department of Transportation



805 - WORK ZONE TRAFFIC CONTROL & SAFETY

•805.3a CONSTRUCTION REQUIREMENTS

- Contractor should designate a 24-hour contact person to make repairs within an agreed upon amount of time.
- When a contractor is un-able to make emergency repairs in a timely manner, KDOT Maintenance forces can be used and the Contractor billed.
- Record un-acceptable traffic control devices and when the condition has been corrected.

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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

•805.3a CONSTRUCTION REQUIREMENTS

TRUTH IN SIGNING

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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

•805.3a CONSTRUCTION REQUIREMENTS

Be alert during traffic control setup and during Construction to make sure that there are no access issues that are created during construction that need addressed to make sure property owners have safe access. Make sure contractors make arrangements with landowners if special accommodations are made.

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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

•805.3a CONSTRUCTION REQUIREMENTS

Park and store all vehicles, equipment, tools, debris and materials off the right-of-way or 30 feet from the edge of the travelled way, whichever is less. When this cannot be achieved, place appropriate signs, use positive protection or delineate with channelizers, as designated by the Engineer. Temporary traffic control devices required for this condition will be considered subsidiary to other bid items.

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805 - WORK ZONE TRAFFIC CONTROL & SAFETY



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805 - WORK ZONE TRAFFIC CONTROL & SAFETY



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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3b. Work Zone Signs.

- Work Zone Signs Special are project specific signs and are paid for once. They will be designated in the project documents if they are used.



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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3b. Work Zone Signs.

- Mount portable signs on an approved support at least 12 inches above the edge of the traveled way.
- When directed by the Engineer, mount portable signs on an approved support at least 5 feet above the traveled way for increased visibility.
- Do not use the legend "Travel at Your Own Risk" on any sign.

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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3b. Work Zone Signs.

- When an existing Stop condition changes to a new location, or when a new Stop condition is created, attach
 - 2 fluorescent-red flags and
 - a Type "B" red high intensity warning light to the Stop sign posts.
- Leave flags and lights in place for at least 30 days after installation.

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805 - WORK ZONE TRAFFIC CONTROL & SAFETY

New Stop Condition



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805.3 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3b. Work Zone Signs.

- **Remove, turn away from all traffic, or cover traffic signs or signals that conflict with traffic operations.**
- **When existing signs need to be covered, use an opaque, breathable material. Do not use plastic bags, burlap or similar materials. Hanging or bolting rigid material to the sign is acceptable when approved by the Engineer and spacers are used to minimize contact between the rigid material and the sign face.**
- **Do not place tape directly to the face of any existing sign.**

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805.3 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3b. Work Zone Signs.

- Posts should extend to the top edge of the sign, but no more than 6 inches above the sign.
- In the case of hitting rock, or otherwise not being able to drive posts to comply with Contract Documents, shift sign location without violating minimum sign spacing or use a crashworthy sign stand, with the Engineer's approval.

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805.3 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3b. Work Zone Signs.

- The Engineer will establish all work zone speed limits, except for the pilot car operations.
- When doing long term traffic control setups,(not temporary flagger/pilot car setups) install Work Zone plaques (KM4-20) above all existing and temporary Speed Limit signs.
- Do not allow the plaque to overlap any of Speed limit sign.

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805.3 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3b. Work Zone Signs.



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805.3 - WORK ZONE TRAFFIC CONTROL & SAFETY

- c. **Work Zone Barricades.**
- d. **Flashing or Sequencing Arrow/Warning Display Signs.**
- e. **Portable Changeable Message Sign (PCMS).**
- f. **Channelizers.**
- g. **Automated Flagger Assistance Devices (AFADs).**
- h. **Warning Lights.**
- i. ***Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).***

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805.3 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3i.

Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

- When traffic is carried through construction, provide and maintain temporary pavement marking and temporary RPMs as shown in the Contract Documents.
- When work will occupy a location more than 3 days, remove or mask all conflicting pavement marking and any markings specified in the Contract Documents, according to **SECTION 808**, and mark all transition tapers, crossovers, relocated lane lines and relocated edge lines with temporary pavement marking. Use temporary pavement markings according to TABLE 805-1.

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Remove conflicting
Pavement Markings

Kansas Department of Transportation



Don't tack over the Pavement Marking



805.3i - WORK ZONE TRAFFIC CONTROL & SAFETY

Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

Type I – removable

Type II – non – removable (foil back)

TABLE 805-1: TEMPORARY PAVEMENT MARKING ***

Type	Use
Type I	Final surface (new pavement or any surface that will remain when the project is complete). When Type I is specified and in areas where permanent pavement marking will be placed in the same layout/location as the temporary markings, the Contractor has the option to use either Type I tape or paint. Do not use paint on final surfaces where the markings will not follow the same layout/location.
Type II	Any surface that is to be removed or covered by future construction. When Type II is specified, the Contractor has the option to use Type I tape, Type II tape, or paint.

*** Do not use paint on Ultrathin Bonded Asphalt Surfaces to remain in place.

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805.3i - Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

- (1) Configuration. The following are general guidelines for temporary pavement marking and temporary RPM configurations. Use **TABLE 805-2** and **TABLE 805-3** to determine broken pavement marking dimensions.
- Broken centerline stripe spacing is determined from the contract bid item description.
 - Severe curve spacing is used for curves with less than 1000-foot radius

TABLE 805-2: BROKEN MARKING DIMENSIONS			
Type	Approximate Length (ft.)	Gap (ft.)	Repeating Cycle (ft.)
Broken (8 ft.)	8	24	32
Broken (3 ft.)	3	29	32
Dotted Extension	2	4	6
Severe Curve	2	14	16

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805.3i - Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

- (1) Configuration. The following are general guidelines for temporary pavement marking and temporary RPM configurations. Use **TABLE 805-2** and **TABLE 805-3** to determine broken pavement marking dimensions.

TABLE 805-3: TEMPORARY RPM DIMENSIONS					
Condition	Approximate Length (ft.)	Number of Devices	Approximate Device Spacing (ft.)	Gap (ft.)	Repeating Cycle (ft.)
Broken (8 ft.)	8	6	1.5	24	32
Option	10	6	2	22	32
Broken (3 ft.)	3	3	1.5	29	32
Option	4	3	2	28	32
Severe Curve	2	3	1	14	16

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805.3.i. Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

(2) Placement. Place temporary pavement marking and temporary RPMs as close as practical to the intended alignment and parallel to the intended line.

- On HMA surfacing projects when traffic is being carried through the project, place temporary marking after each lift of HMA has been placed and before traffic is allowed on the new lift.
- Place temporary marking on intermediate HMA lifts within approximately 12 inches of the intended alignment.
- Place temporary markings on the final surface within approximately 6 inches of the intended alignment.

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805.3.i. Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

(2) Placement. Place temporary pavement marking and temporary RPMs as close as practical to the intended alignment and parallel to the intended line.

Pilot car and flaggers shall be used when removing striping on an open road.

Kansas Department of Transportation



805.3.i. Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

- Place either temporary or permanent pavement markings or temporary RPMs **the same day the existing markings are removed**, and **before** opening to traffic, at the following locations:
 - yellow skip line on undivided roads,
 - white skip lines on multi-lane sections,
 - white gore lines,
 - white intersection dotted extension lines, and
 - solid yellow ramp edge lines.

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805.3.i. Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

(3) Maintenance.

- Maintain all temporary pavement markings and temporary RPMs for the duration of the project and for 14 days after the work is complete.
- If deemed deficient by the Engineer (no longer retroreflective, damaged, displaced, etc.), the Engineer will notify the Contractor in writing
- Replacement could be required within 24 hours.
- Failure to replace the temporary pavement marking or temporary RPMs within the allotted time could result in a deduct of \$500 per day.

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805.3.i. Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

(3) Maintenance.

➤ Deficiencies

- Continuous markings cannot have deficiencies of more than 10% of the total feet of pavement marking. Also, no more than 50 consecutive feet can be deficient, nor can any deficiency be within 10 feet of another deficiency.
- Intermittent markings, including but not limited to RPMs and broken markings, cannot have deficiencies of more than 10% of the total number of devices (or 10% of the broken markings required) and no more than 2 consecutive devices or markings can be deficient.
- No more than 10% of any temporary marking or temporary RPMs in a curve can be deficient.

Kansas Department of Transportation



805.3.i. Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

(4) Temporary Pavement Marking Tape.

- Apply pavement marking tape according to the manufacturer's recommendations.
- If solid lane markings are required, cut through the entire width and thickness of the tape at approximately **100-foot** intervals after it is applied to the pavement.

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Kansas Department of Transportation



Kansas Department of Transportation



805.3.i. Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

(5) Traffic Line Paint.

When paint is approved, comply with **SECTION 807.**
and Table 805-1

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805.3.i. Temporary Pavement Marking and Temporary Raised Pavement Markers (RPMs).

(6) Flexible Raised Pavement Markers.

- With the Engineer's approval, the Contractor may place flexible RPMs in lieu of temporary skip lines and solid lines as shown in the Contract Documents. Adhere according to manufacturer's recommendations.
- When used on asphalt seals, place the flexible RPMs on the roadway prior to the sealing operation and remove the cover protecting the retroreflective material after the sealing operation.
- The adhesive used shall allow the markers to be removed without damage to the roadway surface.

Kansas Department of Transportation



805.3.j. One Way Traffic

Provide 2-way traffic and avoid 1-way traffic, where reasonable. When 1-way traffic is required, do so according to the following:

(1) Flaggers. Provide courteous, competent flaggers, able to communicate with the traveling public.

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805.3.j. One Way Traffic

One Way Traffic (page 800-19 & 20)

(1) Flaggers.

- Required Training and Certification
 - Flaggers must be trained once every 3 years on the flagger procedures outlined in Part VI of the MUTCD and on the flagger procedures outlined in the KDOT Flagger Handbook
 - Once trained, flaggers shall carry certification cards showing the flagger's name and date of training.
 - Copies of the KDOT Flagger Handbook are available on the KDOT website, from the Engineer ...

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805.3.j. One Way Traffic

One Way Traffic (page 800-19 & 20)

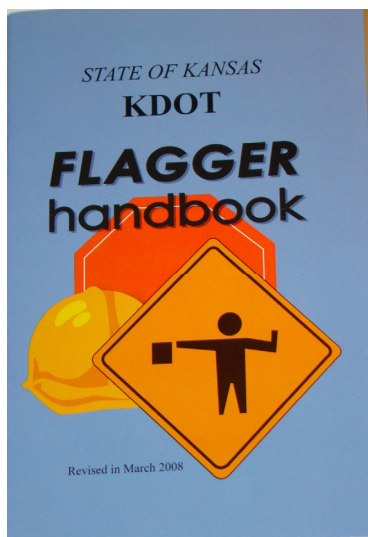
(1) Flaggers – required equipment

- Stop/Slow Paddles:
 - Minimum 18-inch wide Stop/Slow sign
 - minimum of 60 inches long from the end to the bottom of the sign.
- Flags: In emergency situations, equip flaggers with flags that are bright red, a minimum of 24 inches square, and attached to a minimum 36-inch long staff. Flags used at night shall be retroreflective.
- Apparel: Daytime - Flaggers shall wear high visibility headgear and an ANSI Class II vest. Nighttime - ANSI Class E retro-reflectorized pants.
- Illumination: When nighttime work is required, illuminate flagger stations.

Kansas Department of Transportation



Flagger Handbook



Copies of the KDOT Flagger Handbook are available on the KDOT website

Kansas Department of Transportation



Flagger Handbook

All certified, card carrying flaggers should follow this handbook.

Clothing shall be fluorescent, retro-reflective striping and meet ANSI 107 Class II standards. Plus, a high visibility orange hat.

No shorts, flip flops, swimsuits, sandals, etc.

Kansas Department of Transportation



Flagger Handbook

STOP/SLOW paddles dimensions (18" X 18")

5 foot or 60" to the bottom of the paddle.

In emergencies, or in very high wind, a red flag may be used.

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TRUTH IN SIGNING



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805.3.j. One Way Traffic

Pilot Car Operations



- Pilot Car Follow Me sign – One foot above vehicle
- Visible both directions
- Contractor Logo and contact information

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805.3.j. One Way Traffic

Pilot Car Operations

- Max Speed - 40 MPH
- 20 MPH by workers
- 15-minute round trip



Kansas Department of Transportation



805.3 - WORK ZONE TRAFFIC CONTROL & SAFETY

k. Height Differential Treatment.

On projects that carry traffic through construction, the following criteria shall be considered a minimum for treatment of height differentials adjacent to traffic lanes. A height differential is defined as - the vertical distance between the top of the surface being constructed (or the riding surface) to the top of the adjacent pavement.

Use **TABLE 805-4** to determine what treatment is required for the given situations.

Kansas Department of Transportation



TABLE 805-4: HEIGHT DIFFERENTIAL TREATMENT

Condition	Height Differential ("D")	Treatment
Nominal height differential between driving lanes open to traffic	$1 \text{ inch} < D \leq 2 \text{ inches}$	Use the Uneven Lanes signs (W8-11) as part of the Traffic Control Plan.
	$2 \text{ inches} < D \leq 4 \text{ inches}$	Use the Uneven Lanes signs (W8-11) as part of the Traffic Control Plan. Construct a 3:1 or flatter slope wedge against the pavement edge.
	$D > 4 \text{ inches}$	This condition is not permitted unless otherwise indicated by the contract documents.
Nominal height differential between driving lane and shoulder or adjacent pavement that is closed to traffic	$D \leq 2 \text{ inches}$	Use the Shoulder Drop-Off sign (W8-17 and W8-17P) as part of the Traffic Control Plan.
	$2 \text{ inches} < D \leq 4 \text{ inches}$	Use Shoulder Drop-Off signs (W8-17 and W8-17P) signs as part of the Traffic Control Plan. Construct a 1:1 or flatter slope wedge against the pavement edge. Channelizing devices may be used instead of a wedge if approved by the Engineer and when placed so the maximum device spacing, measured in feet, is equal to the posted speed limit prior to construction. height differential is expected to last longer than 2 weeks, the use of a 3:1 or flatter slope wedge against the pavement edge is required and the use of channelizing devices instead of a wedge is not permitted unless otherwise indicated in the Contract Documents.
	$D > 4 \text{ inches}$	To the extent feasible, provide an obstruction free recovery area between the channelizing devices and height differential. Use Shoulder Drop-Off signs (W8-17 and W8-17P) as part of the Traffic Control Plan. Construct a 3:1 or flatter slope wedge against the pavement edge. Channelizing devices may be used instead of a wedge as approved by the Engineer when the channelizers are placed so the maximum device spacing, measured in feet, is equal to the posted speed limit prior to construction and no height differentials greater than 4 inches are left overnight without a wedge, unless otherwise indicated in the Contract Documents.

Kansas Department of Transportation





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805.3 - WORK ZONE TRAFFIC CONTROL & SAFETY

805.3i Weather and Increased Traffic Volume Conditions

- During periods of inclement weather, or during periods of unusually heavy traffic, from any cause, the Engineer may require construction operations to cease in order to adequately handle traffic.

Kansas Department of Transportation



805.4 - WORK ZONE TRAFFIC CONTROL & SAFETY

c. Individual Devices and Pavement Marking.

(1) General. When bid items are shown in the Contract Documents for individual traffic control devices, the Engineer will measure each item by the designated unit when the device is required and in acceptable condition and position. Once the Contractor has been notified, payment will not be made for any traffic control devices that remain in an unacceptable condition beyond the time specified in the notification.

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805.4 - WORK ZONE TRAFFIC CONTROL & SAFETY

a. No Adjustments in the contract unit price will be made regardless of the amount of underruns or overruns.

b. Traffic Control (Lump Sum). When traffic control is shown in the Contract Documents as a lump sum it will be measured as such. The Engineer will not measure Uneven Lane signs (W8-11), Shoulder Drop Off signs (W8-17 and W8-17P), or wedge material for separate payment.

TABLE 805-5: TRAFFIC CONTROL (LUMP SUM) PARTIAL PAYMENTS		
Percent of Original Contract Amount Completed*	Pay Lesser of the Two	
	% of Traffic Control	% of Original Contract Amount
10	50	5
80	100	10
100	100	NA

*The Percent of Original Contract Amount Completed = the amount earned by the Contractor** divided by the total dollar value of the original contract (all bid items).

**Do not include monies earned for "Mobilization", "Traffic Control (Lump Sum)", "Contractor Construction Staking" and "Stored Materials".

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805.4 - WORK ZONE TRAFFIC CONTROL & SAFETY

c. (11) **Traffic Control (Initial Set Up).** If the amount bid for this item is less than 25% of the sum of amounts bid for all traffic control items, 100% of the amount bid for this item will be paid on the first estimate following the beginning of any traffic control set up done on the project. If the bid amount for this item is 25%, or greater, than the sum of the amounts bid for all traffic control items, the amount equal to 25% of the sum of the amounts bid for all traffic control items will be paid on the first estimate following any traffic control set up done on the project. Upon completion of all work on the project, 100% of the amount bid for this item will be paid.

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805.4 - WORK ZONE TRAFFIC CONTROL & SAFETY

c. (12) **Uneven Lane and Shoulder Drop Off Signs.** When individual traffic control bid items are shown in the Contract Documents, the Engineer will measure the Uneven Lane signs (W8-11) and the Shoulder Drop Off signs (W8-17 and W8-17P) each per day. See subsection 805.4b. when traffic control is bid lump sum.

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805.4 - WORK ZONE TRAFFIC CONTROL & SAFETY

c. (13) Liquidated Damages. Once the Contractor is being assessed liquidated damages according to SECTION 108, no traffic control devices will be measured for payment. This does not relieve the Contractor from the responsibility for providing and maintaining all necessary traffic control on the project until it has been completed and accepted. Such traffic control will be at the Contractor's expense.

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Traffic Engineering Standards (T.E. Sheets)

Kansas Department of Transportation

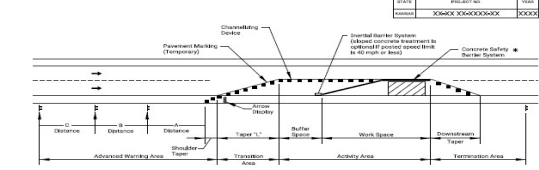


Full Size T.E. Sheets that are
referenced in this class are located in
your Inspection Workbook behind the
Presentation sheets

Kansas Department of Transportation



- 1) Design Speed: These items delegated to temporary traffic control should be designed and installed using the posted legal speed of the roadway prior to work starting.
- 2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.
- 3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work areas that will induce them to attempt crossing the work area or making a midblock crossing.
- 4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be accessible and include accessibility features consistent with the features present in the existing pedestrian facility.
- 5) When the driving surface opens to traffic in a milled or is a temporary surface made of loose material, or when directed by the engineer a W195 (Grooved Pavement) or W202 (Loose Gravel) sign shall be used on mainline approaches. The sign should be placed 300' distance prior to work. (Do not work ahead) sign. A W195 motorcyclist plaque shall be used to supplement the W195 or W202 sign. All signs shall be displayed as long as the condition is present.
- 6) Alternative temporary variable strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-1739 or 785-294-1183.



TYPICAL WORK ZONE COMPONENTS

When concrete barrier system is used, portable channelizing devices are not needed along the tapered barrier section.

Minimum advance warning sign spacing (in feet)

SPEED (MPH)	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	200	200	200
RURAL (55 MPH OR LOWER)	500	500	500
RURAL (60 MPH OR HIGHER)	750	750	750
EXPRESSWAY/FREEWAY	1000	1500	2640

Taper Formula:
 $L = WS$ for speeds of 45 MPH or more
 $L = WS^2/60$ for speeds of 40 MPH or less
 Where: L = Minimum length of taper in feet
 W = Numerical value of posted speed prior to work starting in MPH
 S = Width in offset feet

Posted speed prior to work starting
 The minimum spacing between signs shall be no less than 100', unless directed by the engineer. The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

- Channelizer Placement:**
- (1) The spacing between devices in transition area (taper) should not exceed a distance in feet equal to 1/2 the posted speed limit in mph prior to work starting.
 - (2) The spacing between devices in the advance warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.
 - (3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
 - (4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
 - (5) Alternating diagonal orange and white stripes must slope downward in the direction traffic is expected to pass.

Buffer Space

SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730	820

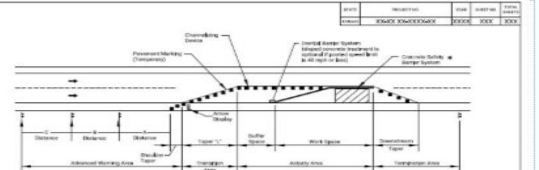
Posted speed prior to work starting
 Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.
 If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.

SECTION	DESCRIPTION	DATE	ISSUED BY	DATE	ISSUED BY
1000	TRAFFIC CONTROL GENERAL NOTES	08/01/00	JOHN W. HARRIS	08/01/00	JOHN W. HARRIS
1001	TRAFFIC CONTROL GENERAL NOTES	08/01/00	JOHN W. HARRIS	08/01/00	JOHN W. HARRIS
1002	TRAFFIC CONTROL GENERAL NOTES	08/01/00	JOHN W. HARRIS	08/01/00	JOHN W. HARRIS
1003	TRAFFIC CONTROL GENERAL NOTES	08/01/00	JOHN W. HARRIS	08/01/00	JOHN W. HARRIS
1004	TRAFFIC CONTROL GENERAL NOTES	08/01/00	JOHN W. HARRIS	08/01/00	JOHN W. HARRIS
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1008	TRAFFIC CONTROL GENERAL NOTES	08/01/00	JOHN W. HARRIS	08/01/00	JOHN W. HARRIS
1009	TRAFFIC CONTROL GENERAL NOTES	08/01/00	JOHN W. HARRIS	08/01/00	JOHN W. HARRIS
1010	TRAFFIC CONTROL GENERAL NOTES	08/01/00	JOHN W. HARRIS	08/01/00	JOHN W. HARRIS

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- 1) Design Speed: These items delegated to temporary traffic control should be designed and installed using the posted legal speed of the roadway prior to work starting.
- 2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.
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- 4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be accessible and include accessibility features consistent with the features present in the existing pedestrian facility.
- 5) When the driving surface opens to traffic in a milled or is a temporary surface made of loose material, or when directed by the engineer a W195 (Grooved Pavement) or W202 (Loose Gravel) sign shall be used on mainline approaches. The sign should be placed 300' distance prior to work. (Do not work ahead) sign. A W195 motorcyclist plaque shall be used to supplement the W195 or W202 sign. All signs shall be displayed as long as the condition is present.
- 6) Alternative temporary variable strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-1739 or 785-294-1183.



TYPICAL WORK ZONE COMPONENTS

When concrete barrier system is used, portable channelizing devices are not needed along the tapered barrier section.

Minimum advance warning sign spacing (in feet)

SPEED (MPH)	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	200	200	200
RURAL (55 MPH OR LOWER)	500	500	500
RURAL (60 MPH OR HIGHER)	750	750	750
EXPRESSWAY/FREEWAY	1000	1500	2640

Taper Formula:
 $L = WS$ for speeds of 45 MPH or more
 $L = WS^2/60$ for speeds of 40 MPH or less
 Where: L = Minimum length of taper in feet
 W = Numerical value of posted speed prior to work starting in MPH
 S = Width in offset feet

Posted speed prior to work starting
 The minimum spacing between signs shall be no less than 100', unless directed by the engineer. The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

- Channelizer Placement:**
- (1) The spacing between devices in transition area (taper) should not exceed a distance in feet equal to 1/2 the posted speed limit in mph prior to work starting.
 - (2) The spacing between devices in the advance warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.
 - (3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
 - (4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
 - (5) Alternating diagonal orange and white stripes must slope downward in the direction traffic is expected to pass.

Buffer Space

SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730	820

Posted speed prior to work starting
 Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.
 If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.

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KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
GENERAL NOTES

TE700

FHWA APPROVAL		03/13/18	APP'D	Eric Kocher	
DESIGNED	B.A.H.	DETAILED	R.W.B	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Kansas Department of Transportation



Traffic Engineering Standards

- Included in every contract or set of plans
- Should be strictly followed unless approved by District or Traffic Engineering Section of the Bureau of Transportation Safety and Technology.

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Project Plans

- Traffic Engineering (TE) Standards included with plans
- Project specific
- May also address traffic control items such as “ Traffic Handling and Construction Sequence” or phases

Kansas Department of Transportation



TE 700

General Traffic Control

Kansas Department of Transportation



TE 700 - General Notes

Design speed – posted/legal
Speed before work starting

Minimum lane width
considerations – 11ft, less may
require restricted roadway
signing

Pedestrian Considerations:

When the driving surface open to
traffic is milled, is a temporary
surface made of loose material,
or when directed by the engineer
use the W8-15 (Grooved
pavement)...

1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.

2) Minimum lane width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.

4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

5) When the driving surface open to traffic is milled, is a temporary surface made of loose material, or when directed by the engineer use the W8-15 (Grooved Pavement) or W8-7 (Loose Gravel) a "C" distance after the W20-1 (Road Work Ahead) on mainline approaches. Signs may be used with the W8-15p motorcycle plaque as directed by the engineer. Display signs in advance of the condition as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-0355 or 785-296-1183.

Kansas Department of Transportation



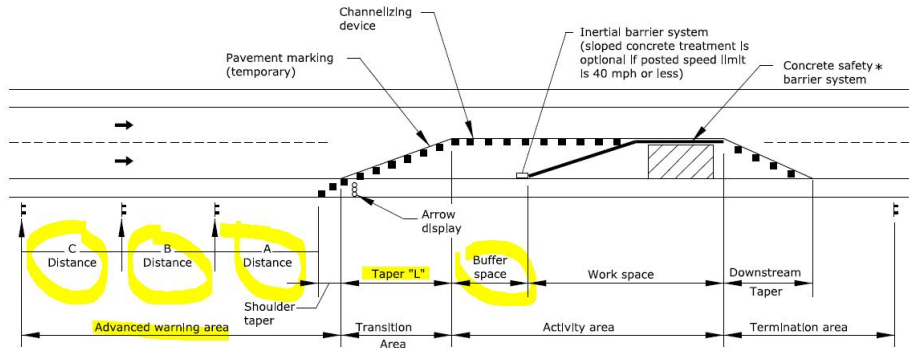
TE 700 - General Notes

Minimum lane width



Kansas Department of Transportation





TYPICAL WORK ZONE COMPONENTS

* When concrete barrier system is used, portable channellizing devices are not needed along the tangent barrier section.

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Minimum advance warning sign spacing (in feet):

SPEED (MPH) *	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	350	350	350
RURAL (55 MPH OR LOWER)	500	500	500
RURAL (60 MPH OR HIGHER)	750	750	750
EXPRESSWAY/FREEWAY	1000	1500	2640

* Posted speed prior to work starting

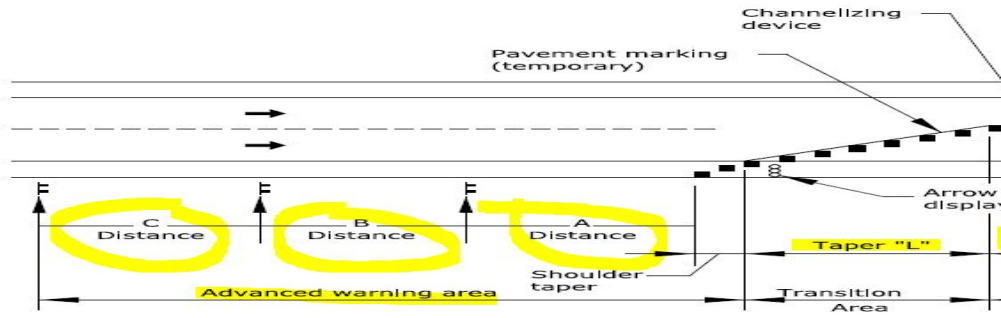
The minimum spacing between signs shall be no less than 100', unless directed by the engineer.

The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

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TE 700 Min. Advance Warning Sign Spacing



TYPICAL WORK ZONE

Kansas Department of Transportation



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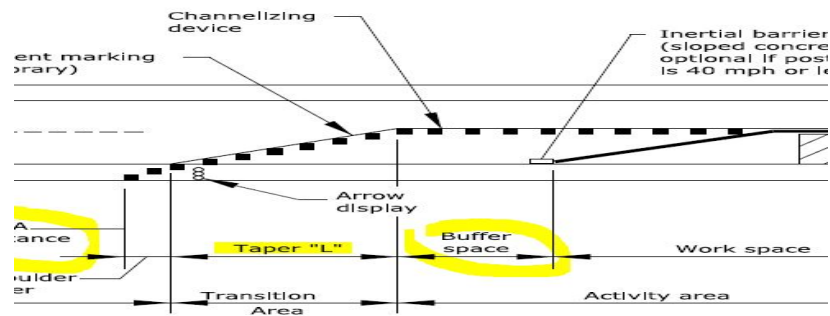
Buffer Space

SPEED (MPH) *	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730	820

* Posted speed prior to work starting

Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.

If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.



TYPICAL WORK ZONE COMPONENTS

* When concrete safety barrier devices are used



Taper Formulas:

$L = WS$ for speeds of 45 MPH or more

$L = WS^2/60$ for speeds of 40 MPH or less

*Where: L = Minimum length of taper in feet
 S = Numerical value of posted speed
prior to work starting in MPH
 W = Width in offset feet*

*Shifting Taper = $1/2 L$
Shoulder Taper = $1/3 L$*



Taper Formula 45 MPH+

What would be the minimum length of taper necessary to move traffic over 10 feet on a roadway with a posted speed limit of 50 MPH?



Taper Formula 45 MPH+

What would be the minimum length of taper necessary to move traffic over 10 feet on a roadway with a posted speed limit of 50 MPH?

$L = \text{Width} \times \text{Speed Limit}$

$L = WS$ for speeds of 45 MPH or greater

$L = 10 \text{ feet} \times 50 \text{ mph} = 500 \text{ feet}$

TE700 Taper Formula 40 MPH or less

What would be the minimum length of taper necessary to move traffic over 12 feet on a roadway with a posted speed limit of 35 MPH?



TE700 Taper Formula 40 MPH or less

What would be the minimum length of taper necessary to move traffic over **12** feet on a roadway with a posted speed limit of **35** MPH?

$$L = WS^2 / 60$$

$$L = 12 \times (35)^2 / 60$$

$$L = 12 \times 1225 / 60$$

$$L = 14700 / 60$$

$$L = 245 \text{ feet}$$

Kansas Department of Transportation



TE 700 Tapers

What would be the minimum length of taper necessary to move traffic over **6** feet on a roadway with a posted speed limit of **40** MPH?

Traffic Control

Kansas Department of Transportation



TE 700 Tapers

Taper Formula 40 MPH or less

What would be the minimum length of taper necessary to move traffic over 6 feet on a roadway with a posted speed limit of 40 MPH?

$$L = WS^2 / 60$$

$$L = 6 \times (40)^2 / 60$$

$$L = 6 \times 1600 / 60$$

$$L = 9600 / 60$$

$$L = 160 \text{ Feet}$$

Traffic Control

Kansas Department of Transportation

135



TE 700

Channelizing Devices

Channelizer Placement:

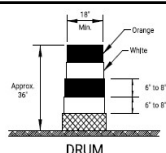
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- (3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
- (4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
- (5) Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

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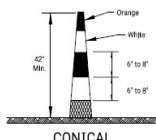


Channelizing Devices

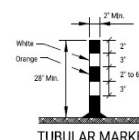
Kansas Department of Transportation



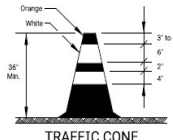
DRUM



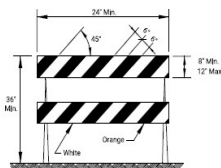
CONICAL DELINEATOR



TUBULAR MARKER
Striping as shown for up to 42".

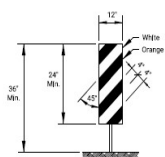


TRAFFIC CONE



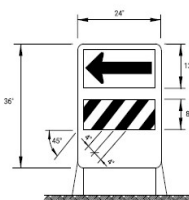
TYPE 2 BARRICADE

For rails less than 36" long, 4" wide stripes may be used. All stripes shall slope downward to the traffic side for channelization.



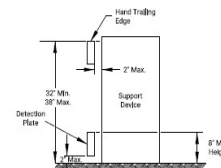
VERTICAL PANEL

The stripes shall slope downward to the traffic side for channelization.



DIRECTION INDICATOR BARRICADE

The stripes shall slope downward in the direction traffic is to pass. The direction indicator barricade shall be used in series to direct the motorist into the intended lane of travel.



PEDESTRIAN CHANNELIZER

1. Support device shall not project beyond the detection plate into the pathway.
2. Hand trailing edges and detection plates are optional for continuous walls.
3. Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
4. Alternate pathways shall be firm, stable, and slip resistant.
5. Treat height differentials $> 1/2'$ in the surfaces of alternate paths with a firm, stable, and slip resistant temporary ramp having a slope of 12:1 or flatter and having a width equal to the alternate path.
6. Use alternating orange/white on interconnected devices.

Item	Location
	Crossovers
	Shoulder
	Divisions
	Interchanges
	Travels
	Ramps
	Lead to Road
	Divisions
	Interchanges
	Divisions
	Cones

Kansas Department of Transportation



Channelizing Devices Options

Location		Cross-overs	Shoofly Divisions	Tangents	Trapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores
Portable	Drums	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Conical Delineators	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Vertical Panels	(2)	(2)	(2)	(2)	(2)	(1,2)	Yes	(2)	(2)
	Direction Indicator Barricade	No	No	No	Yes	No	No	No	No	No
	Type 2 Barricade	(2)	(2)	(2)	(2)	No	No	Yes	No	No
	Traffic Cones	No	No	(4)	(4)	(4)	No	(4)	(4)	(4)
Fixed	Tubular Markers	(3)	(3)	(3)	No	(3)	Yes	No	Yes	Yes
	Vertical Panels	(3)	(3)	(3)	(3)	(3)	(3)	Yes	(2,3)	(2)

- (1) Not allowed on centerline delineation along freeways or expressways.
- (2) The stripes shall slope downward to the traffic side for channelization.
- (3) May be used upon the approval of the engineer.
- (4) Daytime operations only.

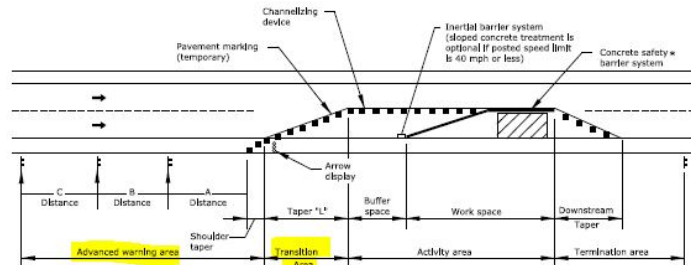
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Kansas Department of Transportation



Channelizer Placement



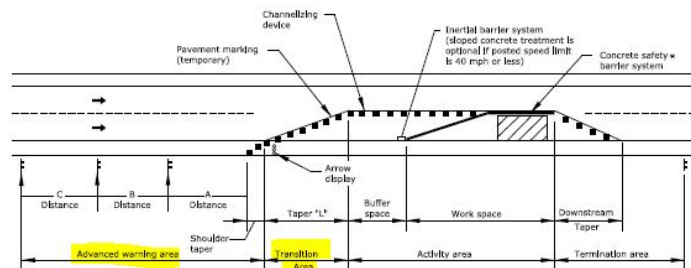
Where can you find how to calculate what the maximum spacing between channelizing devices in a **Transition Area (Taper)** with a posted speed limit prior to the work zone of 70 MPH and a work zone speed limit of 30 MPH ?

TE700 & Std Spec Section 805.3f

Kansas Department of Transportation



Channelizer Placement



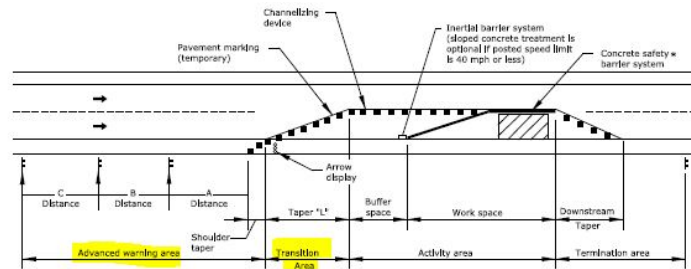
What is the maximum spacing between channelizing devices in a **Transition Area (Taper)** with a posted speed limit prior to the work zone of 70 MPH and a work zone speed limit of 30 MPH

$\frac{1}{2}$ the posted speed limit prior to work starting: $\frac{1}{2}(70 \text{ MPH})= 35\text{ft}$

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Channelizer Placement



- What is the maximum spacing between channelizing devices in the Advanced Warning Area (Taper) with a speed limit of 35 MPH ?

2 times the posted speed limit prior to work starting: $2(35 \text{ MPH}) = 70\text{ft}$

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Channelizer Placement



Kansas Department of Transportation



TE 704

Road Closures

Kansas Department of Transportation



TE 704

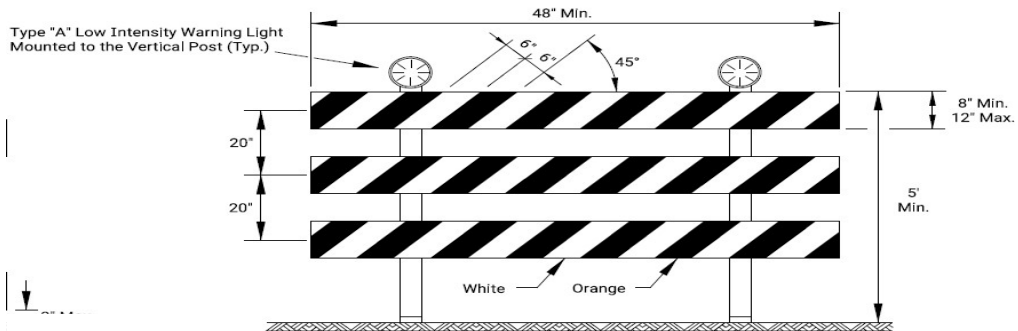
Type III Barricades

- To fully close a road, place Type 3 barricades end-to-end from pavement edge to pavement edge with striping sloped downward toward the center of the road.
- When contractor access is required, stagger barricades longitudinally far enough apart that the intended vehicles can safely weave through while still maintaining the appearance of a full closure from the approach.

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TE 704 Type III Barricades



TYPE 3 BARRICADE WITH LIGHTS

Approved signs mounted on Type 3 barricades should not cover more than 50% of the top two rails or 33% of the total area of the three rails.

When barricades are placed end-to-end or staggered, a Type "A" low intensity warning light shall be mounted to the vertical post near each outside corner of the end barricades.

Kansas Department of Transportation



Type III Barricade Examples

Look good?



Kansas Department of Transportation



Type III Barricade Examples

How about this?



Kansas Department of Transportation



Type III Barricade Examples

“Pass To Left”



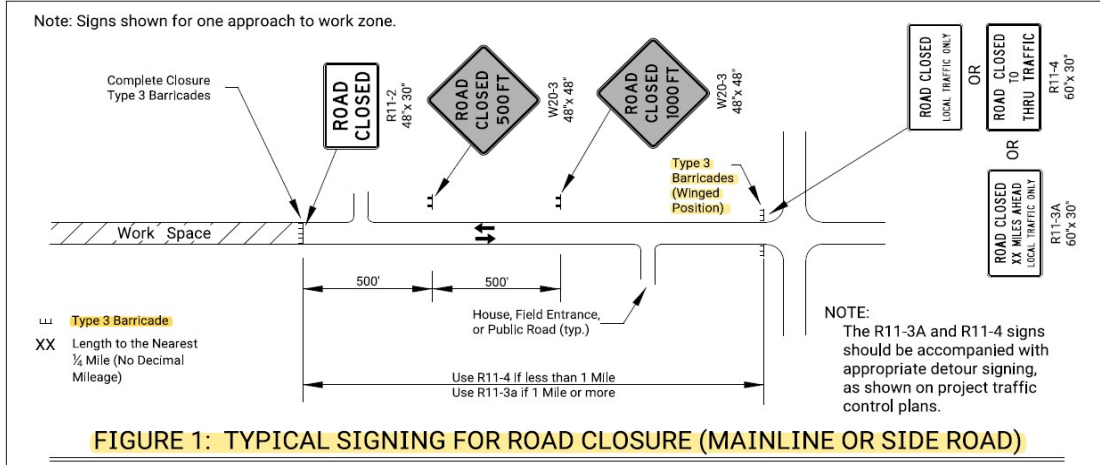
“Road Closed”



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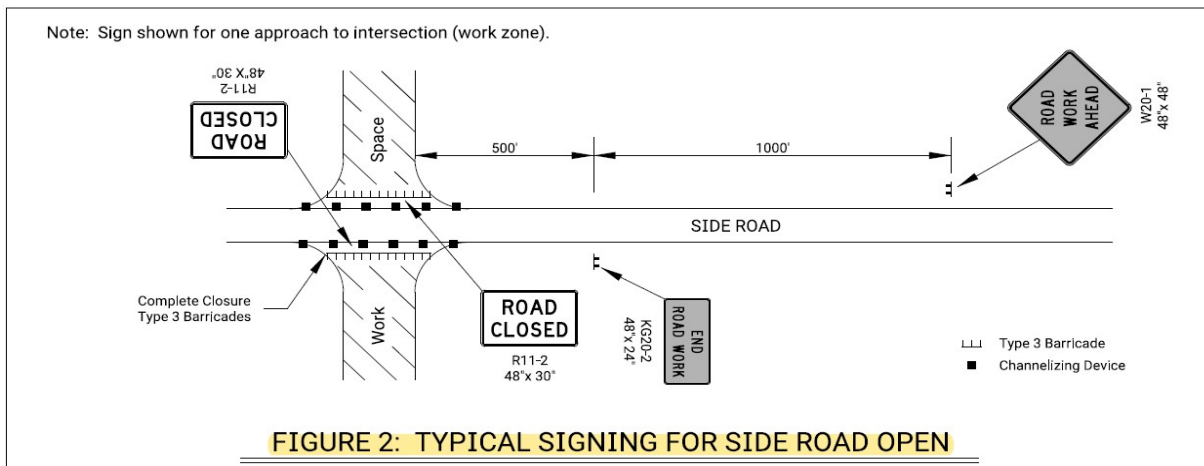
TE 704 Road Closures signing



Kansas Department of Transportation



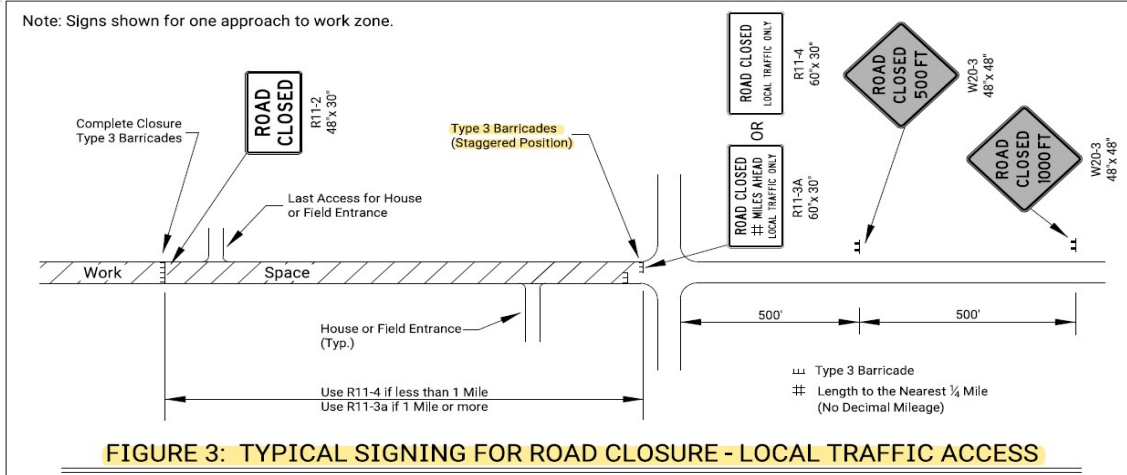
TE 704 Road Closures signing



Kansas Department of Transportation



TE 704 Road Closures signing



Kansas Department of Transportation



TE 710

Traffic Control Sign Information

Kansas Department of Transportation



SIGN LAYOUT INFORMATION

END ROAD WORK
STD. SIZE EXPWY/FREEWAY
6" C
48"x 24"
KG20-2

WAIT FOR PILOT CAR
STD. SIZE EXPWY/FREEWAY
6" C
48"x 24"
KG20-5

WORK ZONE
STD. SIZE EXPWY/FREEWAY
3" C
24"x 6"
KMA-20

NEXT X MILES
Message to be determined by the engineer.
W7-3a

GROOVED PAVEMENT
STD. SIZE EXPWY/FREEWAY
8" D
48"x 48"
WB-15

LOOSE GRAVEL
STD. SIZE EXPWY/FREEWAY
8" D
48"x 48"
WB-7

UNEVEN LANES
STD. SIZE EXPWY/FREEWAY
8" D
48"x 48"
WB-11

SHOULDER DROP-OFF
STD. SIZE EXPWY/FREEWAY
30"x 24"
WB-17P (OPTIONAL)

WB-17
STD. SIZE EXPWY/FREEWAY
48"x 48"

NB US-75 CLOSED FOLLOW DETOUR
STD. SIZE EXPWY/FREEWAY
6" C
10" D
SF-01 (SPECIAL SIGN)

US-75 CLOSED NORTH OF Topeka FOLLOW DETOUR
STD. SIZE EXPWY/FREEWAY
UPPERCASE: 6" C
LOWERCASE: 4.5" C
UPPERCASE: 10" D
LOWERCASE: 8" D
SF-02 (SPECIAL SIGN)

ALL CITY NAMES AND STREET NAMES ON SPECIAL SIGNS AND DESTINATION SIGNS MUST HAVE UPPER AND LOWER CASE LETTERS.

Rural

- Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.
- Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.

Urban

- Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.
- Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.
- Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.
- The height from of the secondary sign mounted below another sign may be 5' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.
- Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the pathway, nor shall it project beyond the back of curb.

Flag Staff

Type "16" low intensity warning light mounted to action warning signpost.

When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centers of each post. All signs less than 9' in width shall use a maximum of two wood posts.

In the case of hitting rock when driving posts:
1. Shift the sign location. Do not violate minimum sign spacing.
2. With the engineer's approval, use acceptable alternative sign stands.

KI-104a

KI-105a

DIMENSIONS IN INCHES		SPACINGS ARE TO START OF NEXT LETTER	
Letter	Width	Letter Spacing	Letter Spacing
F	8.2	F I N E S	1.0
D	8.2	D O U B L E	1.0
I	8.2	I N W O R K	1.0
Z	8.2	Z O N E S	1.0
W	8.2	W O R K Z O N E S	1.0
Z	8.2	Z O N E S	1.0
N	8.2	N O N R E F L E C T I V E	1.0
C	8.2	C O L O R : W H I T E	1.0
T	8.2	T Y P E : R E F L E C T I V E	1.0
C	8.2	C O L O R : B L A C K	1.0

Notes:
Typically, there are two sets of informational signs installed per project; one for each direction of traffic.
Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.
The informational signs are not to interfere with the traffic control signs for the project.

TRAFFIC CONTROL SIGN INFORMATION
TRAFFIC CONTROL SIGN INFORMATION

Standard size signs in Rural areas shall be mounted at a minimum height of 5 feet to bottom of sign (secondary: 4 ft to bottom).

RURAL

- Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the pavement.
- Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.



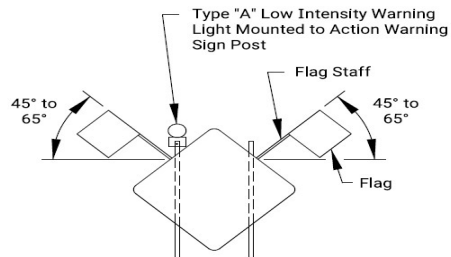
- URBAN**
- 1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.
 - 2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.
 - 3) Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.
 - 4) The height from the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.
 - 5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
 - * 6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.

Standard size signs in Urban areas shall be mounted at a minimum height of 7 feet to bottom of sign (secondary 6 ft to bottom).

Kansas Department of Transportation



TE 710



When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

In the case of hitting rock when driving posts

1. Shift the sign location. Do not violate minimum sign spacing.
2. With the engineer's approval, use acceptable alternative sign stands.

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Traffic control set up with portable signs



Kansas Department of Transportation



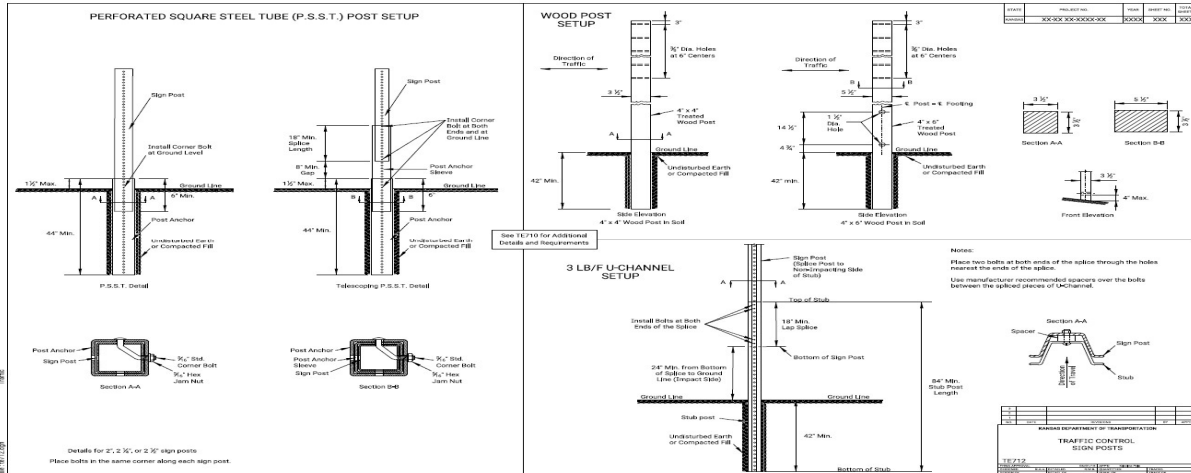
TE 712

Approved Temporary Post Setups

Kansas Department of Transportation



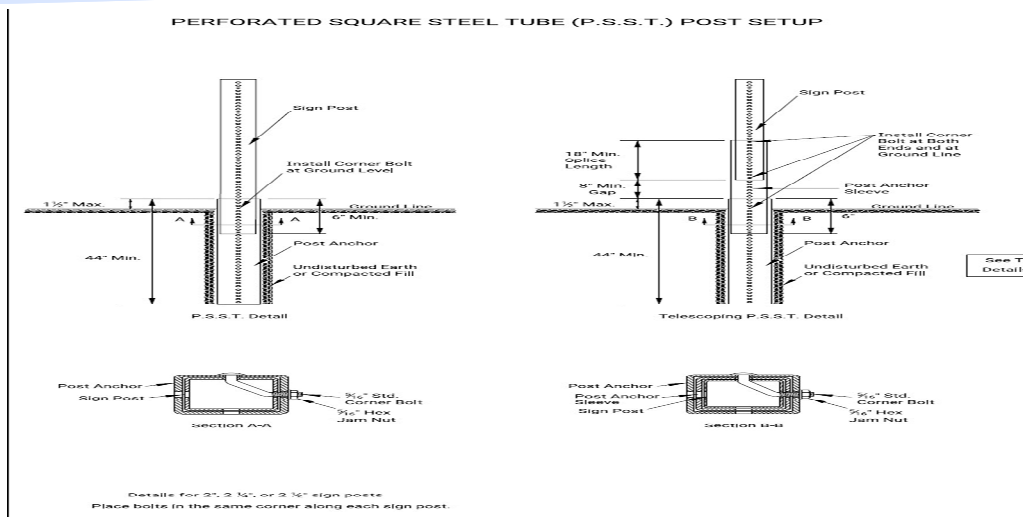
TE 712 Approved Temporary Post Setups



Kansas Department of Transportation



TE 712 PSST Setups



Kansas Department of Transportation



Post Mounted Sign

Perforated Square Steel Tube (P.S.S.T.)



Kansas Department of Transportation



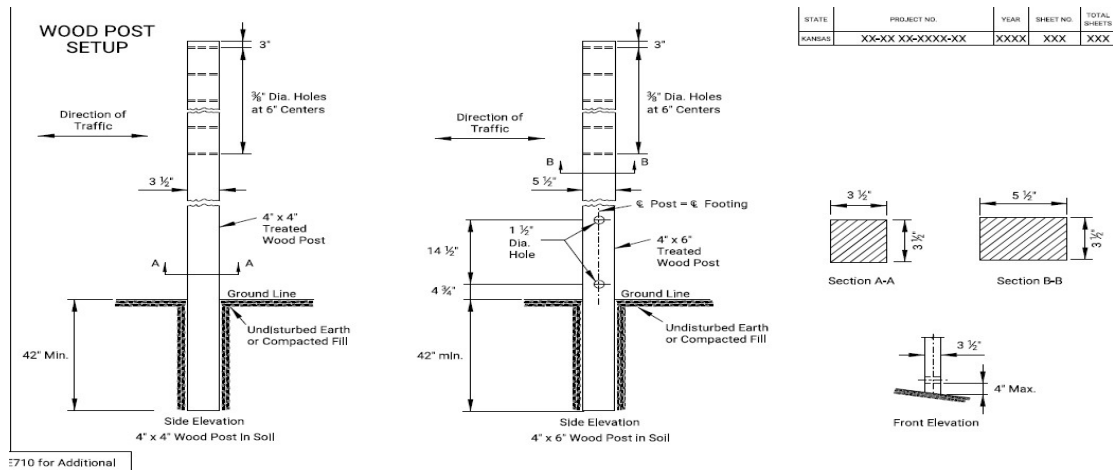
TE 712 PSST Setups



Kansas Department of Transportation



TE 712 Wood Post Setups

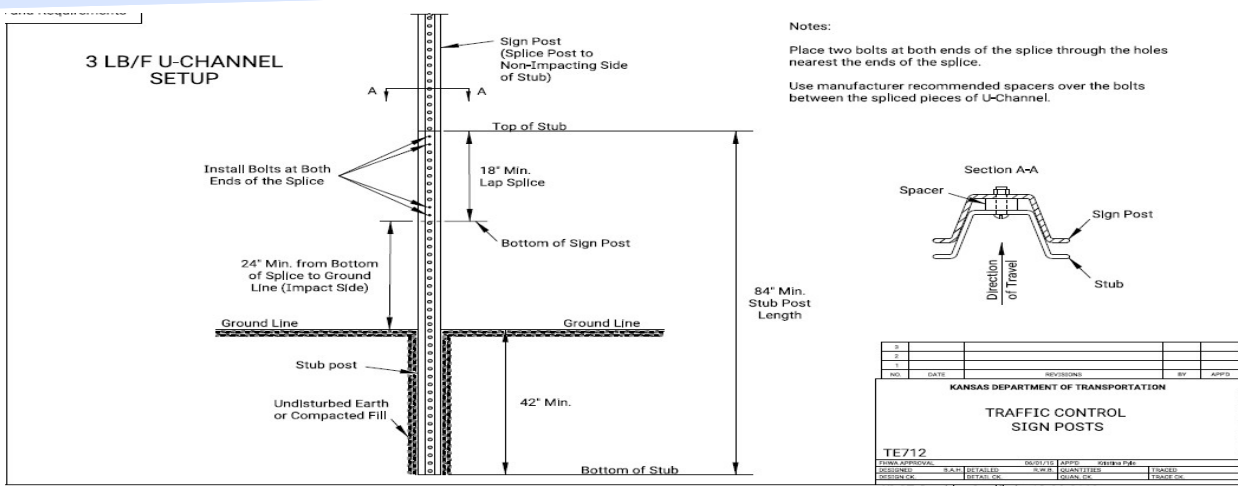


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX

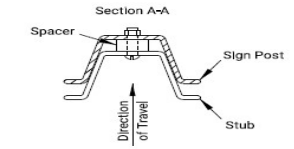
Kansas Department of Transportation



TE 712 3lb. U-Channel Post Setups



Notes:
 Place two bolts at both ends of the splice through the holes nearest the ends of the splice.
 Use manufacturer recommended spacers over the bolts between the spliced pieces of U-Channel.



NO.	DATE	REVISIONS	BY	APP'D.

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGN POSTS

TE 712

DESIGNED BY	CHECKED BY	DATE	APPROVED BY	DATE

Kansas Department of Transportation



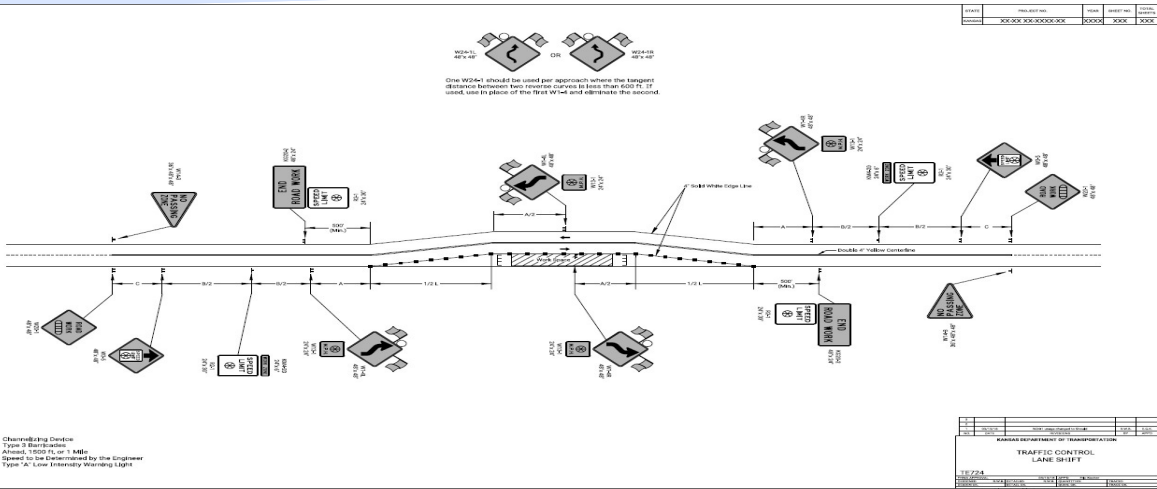
T.E. 724

Lane Shift

Kansas Department of Transportation



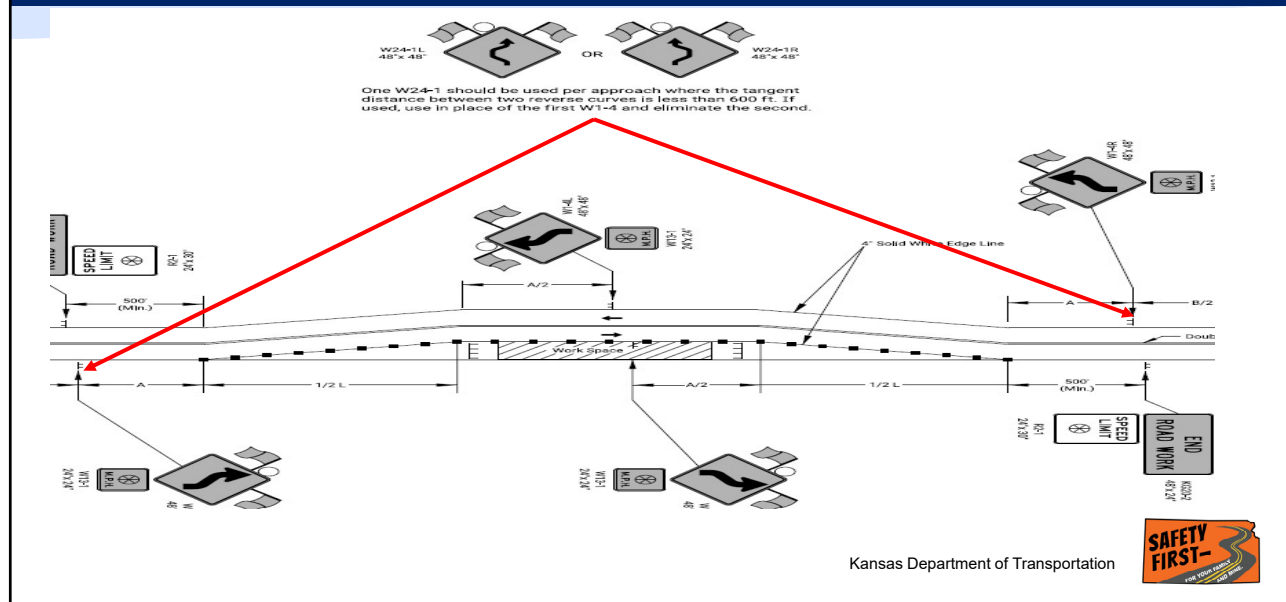
T.E. 724 Lane Shift



Kansas Department of Transportation



T.E. 724 Lane Shift

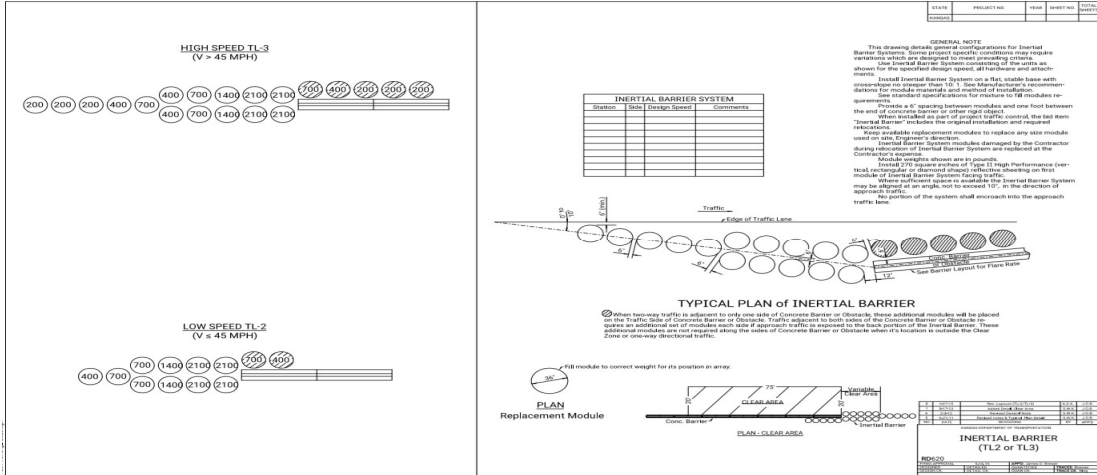


Inertial Barrier Systems

Section 810

- See RD 620 for layout information
- Make sure barrels are filled with approved materials per spec.
- **At the beginning of each project and in the presence of the engineer.** Fill the inertial barrier system modules with a mixture of 95% aggregate and 5% rock salt by weight. With a moisture content of less than 3%

Inertial Barrier Systems



Kansas Department of Transportation



Kansas Department of Transportation



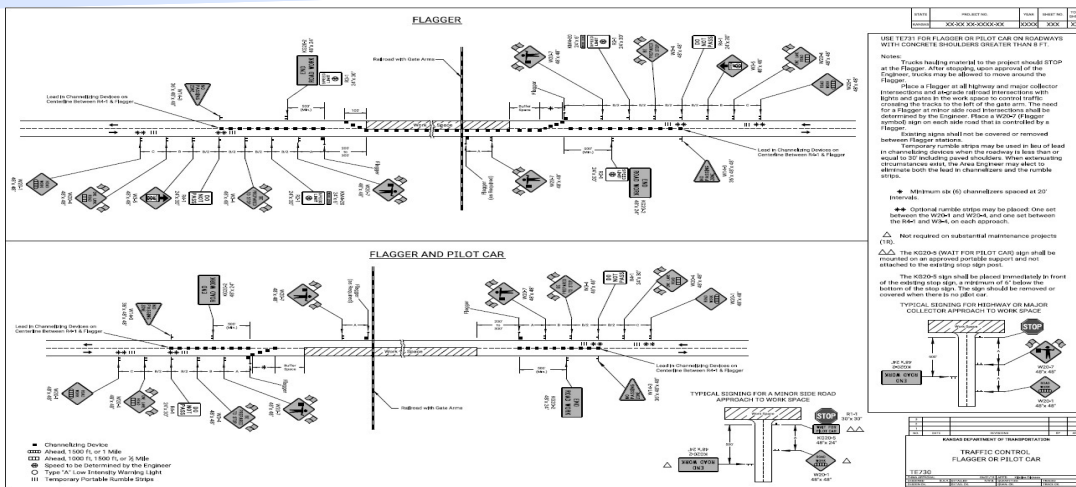
TE 730

Typical Traffic Control Flagger or Pilot Car Two Lane One Lane Closed

Kansas Department of Transportation



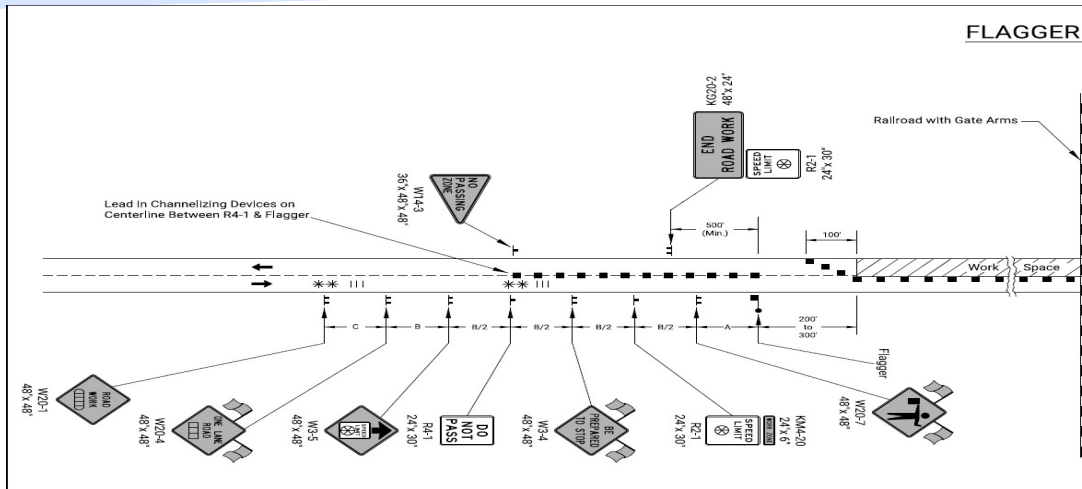
TE 730 Typical Traffic Control



Kansas Department of Transportation



TE 730 Typical Traffic Control Flagger

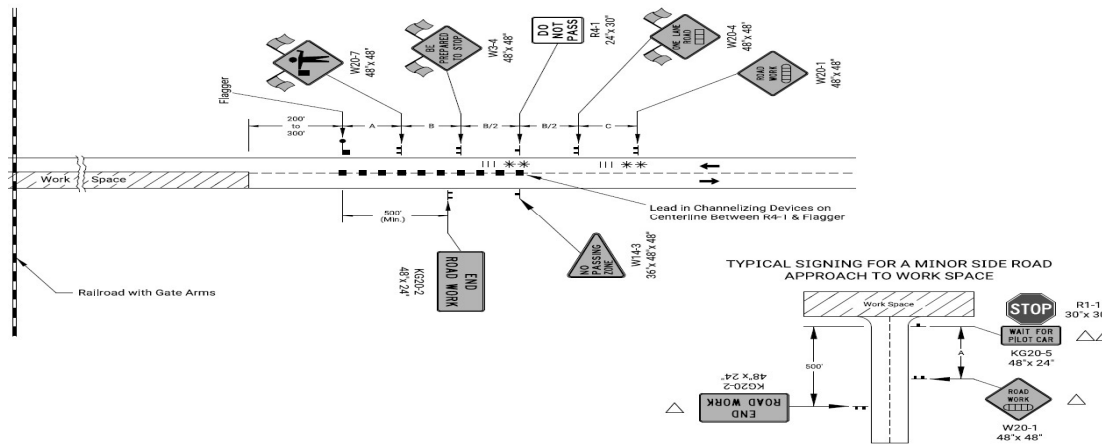


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TE 730 Typical Traffic Control Flagger and Pilot Car

FLAGGER AND PILOT CAR



Kansas Department of Transportation



TE 730 General Notes - Flagger

USE TE731 FOR FLAGGER OR PILOT CAR ON ROADWAYS WITH CONCRETE SHOULDERS GREATER THAN 8 FT.

Notes:

Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.

Place a Flagger at all highway and major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

Existing signs shall not be covered or removed between Flagger stations.

Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

* Minimum six (6) channelizers spaced at 20' intervals.

** Optional rumble strips may be placed: One set between the W20-1 and W20-4, and one set between the R4-1 and W3-4, on each approach.

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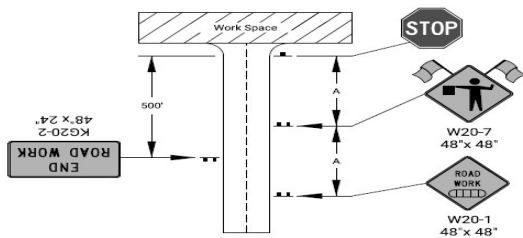
TE 730 General Notes - Flagger/ Pilot Car

△ Not required on substantial maintenance projects (1R).

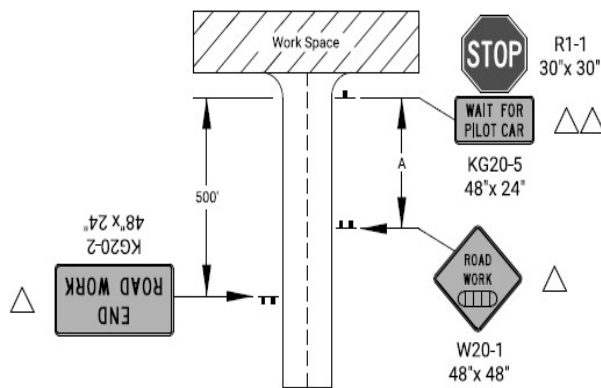
△△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6" below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

TYPICAL SIGNING FOR HIGHWAY OR MAJOR COLLECTOR APPROACH TO WORK SPACE



TYPICAL SIGNING FOR A MINOR SIDE ROAD APPROACH TO WORK SPACE



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Questions over TE Standards?

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Durable Pavement Marking

Kansas Department of Transportation



Durable Pavement Marking Types

- Cold Plastic, Patterned Cold Plastic
- Intersection Grade Pavement Marking(*)
- Epoxy
- Multi-Component*
- High Durability Tape*
- Thermoplastic (Preformed* or Sprayed)

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Durable Pavement Marking

• General Rules for Inspection

- Review Section 806 (Durable Pavement Marking)
- Review Special Provision
- Obtain materials certifications and check against material to be used
- At least one of the Contractor's personnel must hold ATSSA certification
(American Traffic Safety Services Assoc.)

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Rules for Inspection ..Cont'd.

- Check that appropriate equipment is used
- Assure that pavement is clean and dry
- Review the contractor's layout
- Review the Manufacturer's application instructions
- Check pavement and air temperature

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Rules for Inspection ..Cont'd.

**DO NOT LEAVE A ROAD UNSTRIPED
OVER NIGHT!!!!!!**

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Review Contractor's Layout



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Striping crew in action



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Permanent Pvmt. Marking

General Rules for Inspection

- Prior to beginning operations Contractor must complete 300 ft test strip per 806.3 (4)
- Assure that proper traffic control is in place
- Apply in accordance with manufacturer's recommendation
- Check recommended thickness of material

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Permanent Pvmt. Marking

General Rules for Inspection...Cont.

- Check width of lines
- Check spacing of "skip" lines
- Check embedment of glass beads
- Check straightness of lines

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General Inspection Rules

- Retro-reflectivity of material Section 806.3a(9)
- Contractor has 14 days to make corrections.
- Final acceptance of pavement markings is not made until after a 180-calendar day observation period.

Type of Material	Color	millicandelas/sq m/lux ² (minimum) (Initial)
Cold Plastic	White	250
	Yellow	175
Patterned Cold Plastic	White	500
	Yellow	300
Epoxy or Multi-Component	White	325
	Yellow	250
High Durability Tape	White	225
	Yellow	175
Thermoplastic, Preformed Thermoplastic or Spray Thermoplastic	White	300
	Yellow	225

NOTE: Provide an acceptable 100-foot retroreflectometer to use on the project which will remain the property of the Contractor. In the presence of the Engineer, measure the retroreflectivity between 12 hours and 14 days after the application of all pavement markings. Take a minimum of 5 randomly spaced readings per color line every 1 mile. The Engineer will average all of the readings for each color line within the 1 mile section to determine the retroreflectivity.

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Section 806.3a(12) (see Spec for complete list for Acceptance)

- 10) Acceptance of Pavement Marking. The Engineer will not examine pavement marking for final acceptance until the pavement markings complete a 180-calendar day observation period. The Contractor is responsible for the pavement marking during this period.
- The 180-calendar day observation period begins the day following the completion of the pavement marking. Providing all other work on the contract is complete, the Engineer will not assess working day charges during the 180-calendar day observation period.
 - Immediately following the 180-day observation period, arrange with the Engineer to have a joint meeting to examine the pavement marking.
 - The Engineer will provide written results of the final examination to the Contractor within 5 business days of the joint meeting.

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Section 806.3a(11)

Unsatisfactory Pavement Marking

General: Remove and replace pavement markings that;

- have drag marks, gashes, gouges, foreign covering, discolored areas or areas that have failed to solidify.
- have improper adhesion, length or thickness.
- have areas that present a ragged appearance, areas that do not present sharply defined edges,
- or areas with abrupt unintended changes in alignment.

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Section 806.3a(11)

Unsatisfactory Pavement Marking

General: Remove and replace pavement markings that;

- Alignment. Lines that deviate laterally from the intended alignment more than 2 inches in 200 feet may be rejected.

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More than 2 inches in 200 feet?



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Section 806.3a(11)

Unsatisfactory Pavement Marking

- General: Remove and replace pavement markings that;
- **Width.** The Engineer will take a minimum of 10 width measurements per color line randomly spaced every 1 mile. Remove and replace the deficient widths of pavement markings (See **TABLES 806-3 and 806-7**) so the total length of deficiency in any 1-mile section is less than 300 feet.

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Pavement Marking Tape

Types:

- Patterned Cold Plastic
- High Durability Pavement Marking Tape
- Preformed Thermoplastic Tape

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Patterned Cold Plastic Tape

- A long-lasting pavement marking with a patterned surface, typically diamonds
- Used on concrete pavement
- Usually lasts 7 - 10 years
- Inset 0.08 - inch - deep (+0.01 - inch tolerance)
- Grind Inset 2 inches wider than pavement marking

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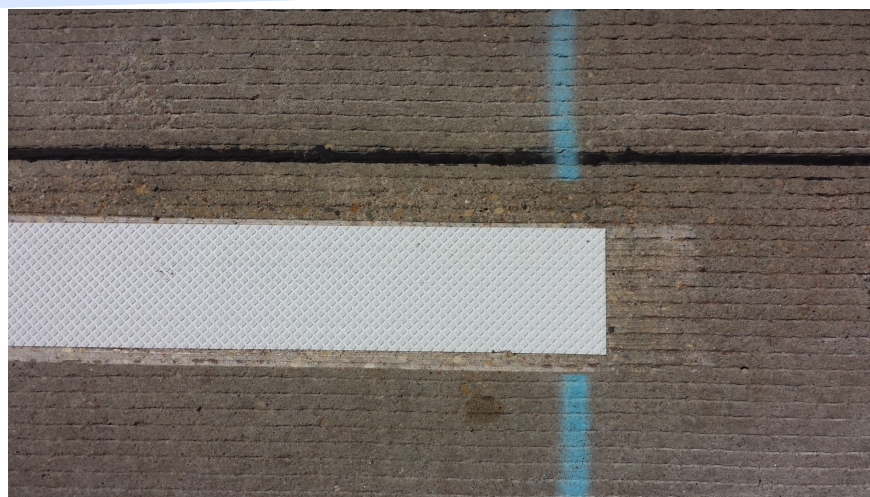
Patterned Cold Plastic Tape



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Patterned Cold Plastic Tape



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High Durability Tape

Section 806.3e

- A tape that will hold up to shear force caused by turning movements and starting and stopping vehicles
- Used in intersections

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Preformed Thermoplastic Tape

- A durable pavement marking that is thermally bonded to the pavement
- Primarily used for pavement marking symbols, crosswalk lines and stop bars

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Epoxy and Multi-Component Pavement Markings

Section 806.3(c & d)

- A pavement marking material that combines an epoxy resin with a curing agent to form a durable pavement marking line.

Two types:

- Slow Cure Material for PCCP (approx. 40 minutes until traffic will not track)
- Fast Cure Material for other surfaces (approx. 10 minutes until traffic will not track)

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Epoxy and Multi-Component Pavement Markings

Inspection:

- Check thickness of material on road using wet-film thickness gauge; 20 to 25 mil
- Make sure that material is setting up. It should be a hard-brittle material. (Also, If materials are not mixing properly, stripe will appear to be black.)
- Do not exceed the maximum recommended temperature at any time.
- When pavement markings are applied to PCCP (including concrete bridge decks) less than 1 year old, remove all curing compounds and laitance by shot, sand or water-blasting. (Multi-component only allowed on Concrete on a pre-qualified basis.)

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Wet-Film Thickness Gauge



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Epoxy and Bead Application



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Temporary tape should be removed “before” durable pavement markings are applied.



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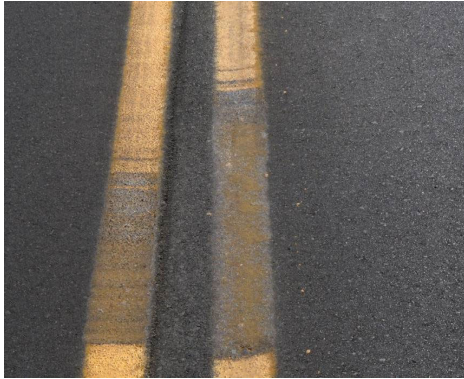
Epoxy Pavement Markings



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Equipment Problem...Pump Stroking



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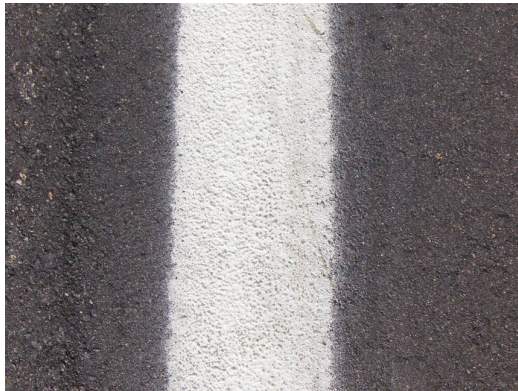
Delaminating



Kansas Department of Transportation



Check Bead Uniformity



Kansas Department of Transportation



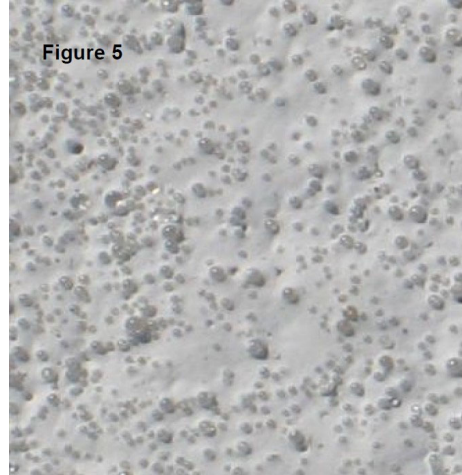
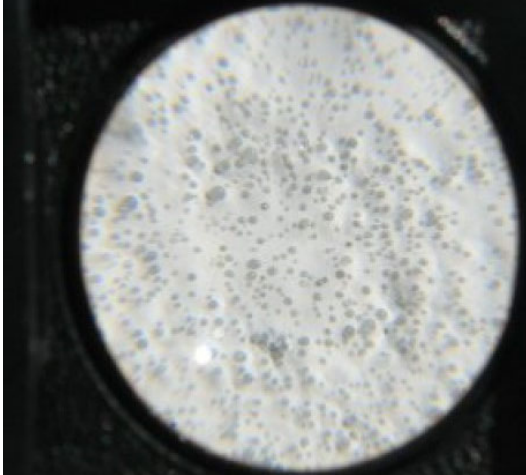
Check Bead Uniformity



Kansas Department of Transportation



Check Bead Embedment - Poor



Kansas Department of Transportation



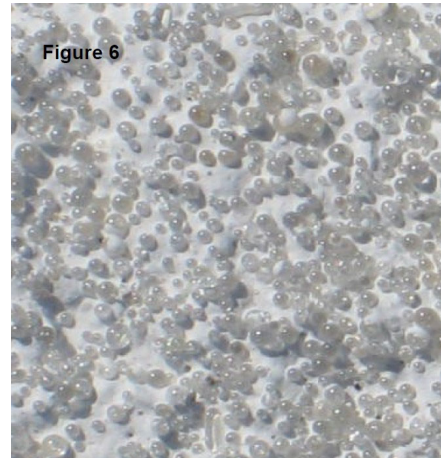
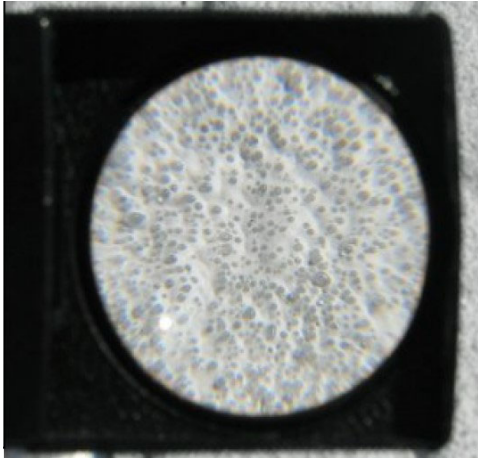
Check Bead Embedment - Poor



Kansas Department of Transportation



Check Bead Embedment - Good



Kansas Department of Transportation



More problems



Kansas Department of Transportation



Poor Match Lines...



Kansas Department of Transportation



Remember.....

- DOCUMENT, DOCUMENT, DOCUMENT!
- READ THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND ERRATA SHEETS BEFORE YOU GO TO THE JOB. **(And During test!)**
- WHEN IN QUESTION, CALL AND ASK.
- SAFETY IS ALWAYS A TOP PRIORITY.

Kansas Department of Transportation



Ten Question Exam

Open book and notes.
No neighborly consultations.
Must answer 70% correctly to pass.

Kansas Department of Transportation



807 - PAINTED PAVEMENT MARKING

SECTION 807

PAINTED PAVEMENT MARKING

807.1 DESCRIPTION

Apply pavement markings as shown in the Contract Documents.

BID ITEMS

Pavement Marking (Paint) (*) (**)
Pavement Marking Symbol (Paint) (White) (***)
* Color
** Width
*** Type of Symbol

UNITS

Linear Foot
Each

807.2 MATERIALS

Provide paint that complies with **SECTION 2200**.

807.3 CONSTRUCTION REQUIREMENTS

a. Equipment. Use self-propelled or truck-mounted equipment designed for the purpose of applying painted pavement markings of the type, width and thickness required. Hand application or towing of the equipment will be allowed for smaller areas as approved by the Engineer. Equip the machine with an adjustable guide-on to obtain proper placement of the line.

b. Contractor's Personnel. Provide a minimum of 1 employee on the project holding an American Traffic Safety Services Association (ATSSA) pavement marking certification and experienced in the application of the appropriate type of pavement marking material.

c. Surface Preparation. On existing pavements, remove the existing pavement markings according to **DIVISION 808** and the recommendations of the manufacturer of the new painted pavement markings.

Remove temporary pavement markings, if any, the same day the painted pavement markings are applied.

Remove loose particles, dirt, tar, grease, residue of prior pavement markings and other deleterious material from the pavement surfaces as a result of surface preparation.

d. Alignment. Lay out the pavement marking as detailed in the Contract Documents. If the Contract Documents do not provide details, submit a layout plan for the pavement markings to the Engineer for approval. Locate longitudinal pavement marking stripes a minimum of 2 inches and a maximum of 8 inches from longitudinal joints. Provide adequate guide marks (approximately 2 inches by 1 foot at approximately 50-foot intervals) for the application of the pavement markings.

e. Pavement Marking Application. Provide the Engineer with a copy of the manufacturer's application instructions. Apply paint according to the manufacturer's recommendations.

Apply paint at a wet film thickness of 18 mils at an approximate rate of 3.8 gallons per 1,000-foot for 4-inch solid line, and 0.95 gallons per 1,000-foot for 4-inch broken line. For other widths of marking, increase the amount of paint proportionally.

Apply glass beads to the painted line at a rate of 12 pounds of glass beads for each gallon of paint. Use an automatic bead dispenser attached to the striping machine in such a manner that the beads are dispensed almost instantaneously upon the line as it is being installed. Equip the glass bead dispenser with an automatic cut-off control synchronized with the cut-off of the paint.

Keep traffic from crossing the newly applied lines by coning off the lines until the lines are dry to no-pick-up. The Contractor may reduce or eliminate the need for this by using fast dry paints and approved traffic control.

Do not apply the paint when the air temperature is below 40°F, upon damp or frosted surfaces, or when, in the opinion of the Engineer, conditions are not satisfactory for the work.

807 - PAINTED PAVEMENT MARKING

f. Replacement of Unsatisfactory Pavement Marking. Apply pavement markings straight and close to the intended alignment without abrupt changes that result in an unacceptable appearance. Lines that deviate laterally from the intended alignment more than 2 inches in 200 feet may be rejected.

Remove and replace pavement markings that have:

- drag marks,
- gashes,
- gouges,
- foreign covering,
- discolored areas,
- areas that have failed to solidify,
- improper adhesion,
- improper width, length or thickness,
- areas that present a ragged appearance,
- areas that do not present sharply defined edges,
- areas with abrupt unintended changes in alignment.
- Do not meet **TABLE 807-1**.

TABLE 807-1: PAINTED PAVEMENT MARKING MINIMUM RETROREFLECTIVITY REQUIREMENTS		
TYPE OF MATERIAL	COLOR	millicandelas/sq m/lux* (minimum) (Initial)
Waterborne Traffic Paint	White	250
	Yellow	175

NOTE: Provide an acceptable 100-foot retroreflectometer to use on the project which will remain the property of the Contractor. In the presence of the Engineer, measure the retroreflectivity between 12 hours and 7 days after the application of all pavement markings. Take a minimum of 5 randomly spaced readings per color line every 1 mile. The Engineer will average all of the readings for each color line within the 1 mile section to determine the retroreflectivity.

Removal and replacement of unsatisfactory pavement marking will be at the Contractor's expense.

807.4 MEASUREMENT AND PAYMENT

The Engineer will measure the painted pavement marking by the linear foot for the various widths and classes. The Engineer will measure each symbol.

Payment for "Pavement Marking (Paint)" and "Pavement Marking Symbol (Paint) (White)" at the contract unit prices will be full compensation for the specified work.

808 - REMOVAL OF EXISTING PAVEMENT MARKINGS

SECTION 808

REMOVAL OF EXISTING PAVEMENT MARKINGS

808.1 DESCRIPTION

Remove the existing pavement markings and symbols as shown in the Contract Documents.

BID ITEMS

Pavement Marking Removal
Pavement Marking Removal (Plowable Raised Marker)

UNITS

Linear Foot
Each

808.2 MATERIALS - None specified.

808.3 CONSTRUCTION REQUIREMENTS

a. Removal of Existing Stripes and Symbols. Completely remove the existing pavement markings and symbols without damaging the asphalt or concrete pavement surface or longitudinal and transverse joints. Waterblasting will only be allowed for removal of markings on concrete surfaces. As the work progresses, remove all material deposited on the pavement as a result of the removal operations. When blast cleaning within 10 feet of the traveling public, continuously remove all residue and dust.

When replacement of the removed existing markings is a part of the Contract Documents, follow the manufacturer's requirements for the new pavement markings as to the method of removal of the existing markings, or surface preparation requirements.

b. Removal of Plowable Raised Markers. If the plowable raised markers are to be reinstalled, remove them without damaging. All damaged plowable raised markers will be replaced at the Contractor's expense.

c. Repair. Use methods approved by the Engineer to repair all pavement damaged during the pavement marking removal operations.

808.4 MEASUREMENT AND PAYMENT

The Engineer will measure the removal of each skip and solid line of existing pavement marking by the linear foot. NOTE: Removal of temporary pavement marking is subsidiary to the temporary pavement marking bid item.

The Engineer will measure each plowable raised marker removed.

The Engineer will not measure removal of existing pavement marking symbols for payment.

Payment for "Pavement Marking Removal" and "Pavement Marking Removal (Plowable Raised Marker)" at the contract unit prices is full compensation for the specified work.

810 - INERTIAL BARRIER SYSTEM

SECTION 810

INERTIAL BARRIER SYSTEM

810.1 DESCRIPTION

Install and relocate inertial barrier systems as shown in the Contract Documents. Stockpile the replacement modules at the project site.

<u>BID ITEMS</u>	<u>UNITS</u>
Inertial Barrier System	Each
Replacement Modules (*)	Each
*Series	

810.2 MATERIALS

Provide aggregate for underdrains, UD-1 or fine aggregate for concrete, or FA-A that complies with **DIVISION 1100**.

Provide inertial barrier systems and replacement modules that comply with **DIVISION 1700**.

Provide commercially available rock salt. The Engineer will accept the rock salt based on visual inspection at the point of usage.

Impact attenuators prequalified under **DIVISION 1700** may be substituted for inertial barrier systems with approval of the Engineer.

810.3 CONSTRUCTION REQUIREMENTS

Provide the Engineer with the manufacturer's product data sheets for the inertial barrier system. Install the inertial barrier system according to the manufacturer's recommendations.

At the beginning of each project and in the presence of the Engineer, fill the inertial barrier system modules with a mixture of 95% aggregate and 5% rock salt by weight. Use aggregate with a moisture content of 3% or less by weight, determined according to **DIVISION 2500**. Fill each of the modules with any of the specified mixture of aggregates and rock salt. Do not mix the types of aggregates within a module.

When shown in the Contract Documents relocate the inertial barrier system.

Install replacement modules of the inertial barrier system when damaged by traffic.

Unless otherwise noted in the Contract Documents, the inertial barrier system and replacement modules are the property of the Contractor upon completion of the project.

810.4 MEASUREMENT AND PAYMENT

The Engineer will measure each inertial barrier system. Each unit will be measured only once, even if the unit is relocated on the project.

The Engineer will measure each replacement module used on the project. The quantity of replacement modules stockpiled on the project site, but not used on the project, will not be measured for payment.

Payment for each for "Inertial Barrier System" and "Replacement Modules" at the contract unit prices is full compensation for the specified work.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX

1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.

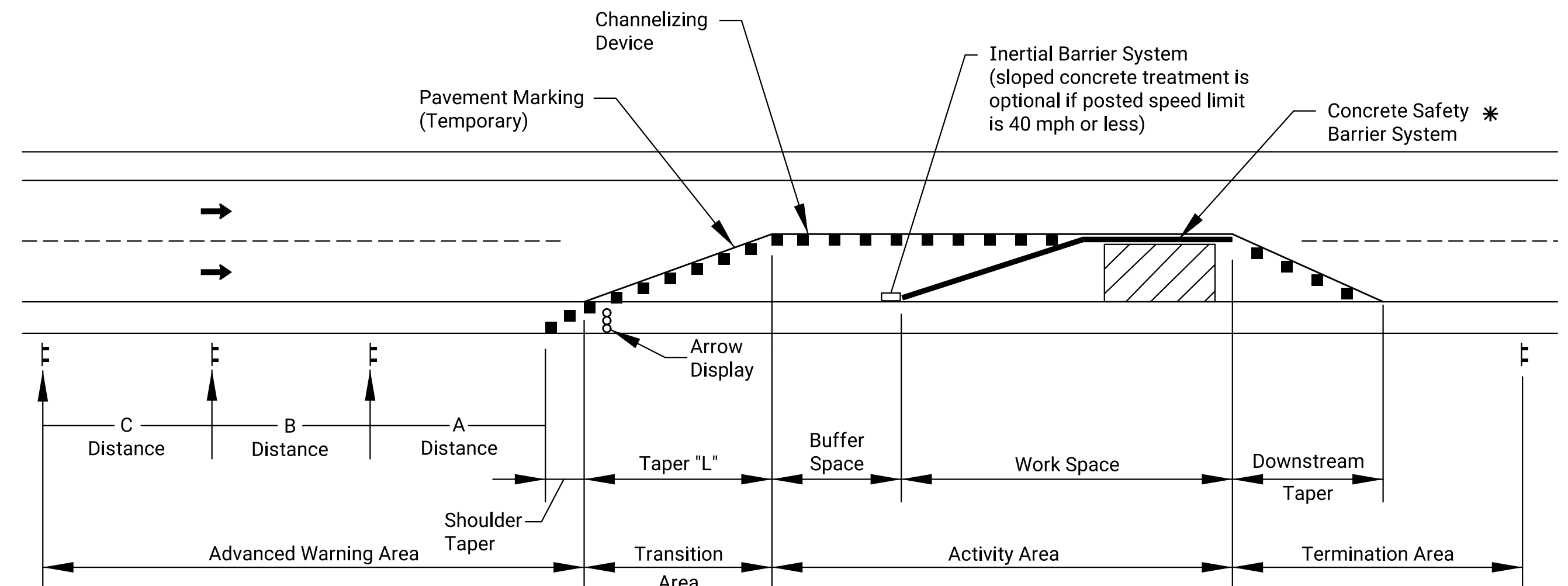
2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.

4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

5) When the driving surface open to traffic is milled or is a temporary surface made of loose material, or when directed by the engineer a W8-15 (Grooved Pavement) or W8-7 (Loose Gravel) sign shall be used on mainline approaches. This sign should be placed a "C" distance after the W20-1 (Road Work Ahead) sign. A W8-15p motorcycle plaque shall be used to supplement the W8-15 or W8-7 signs. All signs shall be displayed as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-1179 or 785-296-1183.



TYPICAL WORK ZONE COMPONENTS

* When concrete barrier system is used, portable channelizing devices are not needed along the tangent barrier section.

Minimum advance warning sign spacing (in feet):

SPEED (MPH) *	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	350	350	350
RURAL (55 MPH OR LOWER)	500	500	500
RURAL (60 MPH OR HIGHER)	750	750	750
EXPRESSWAY/FREEWAY	1000	1500	2640

* Posted speed prior to work starting
The minimum spacing between signs shall be no less than 100', unless directed by the engineer.
The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Taper Formulas:

$L = WS$ for speeds of 45 MPH or more
 $L = WS^2/60$ for speeds of 40 MPH or less

Where: L = Minimum length of taper in feet
S = Numerical value of posted speed prior to work starting in MPH
W = Width in offset feet

Shifting Taper = 1/2 L
Shoulder Taper = 1/3 L

Channelizer Placement:

- The spacing between devices in transition area (taper) should not exceed a distance in feet equal to 1/2 the posted speed limit in mph prior to work starting.
- The spacing between devices in the advanced warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.
- Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
- Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
- Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

Buffer Space

SPEED (MPH) *	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730	820

* Posted speed prior to work starting

Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.

If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.

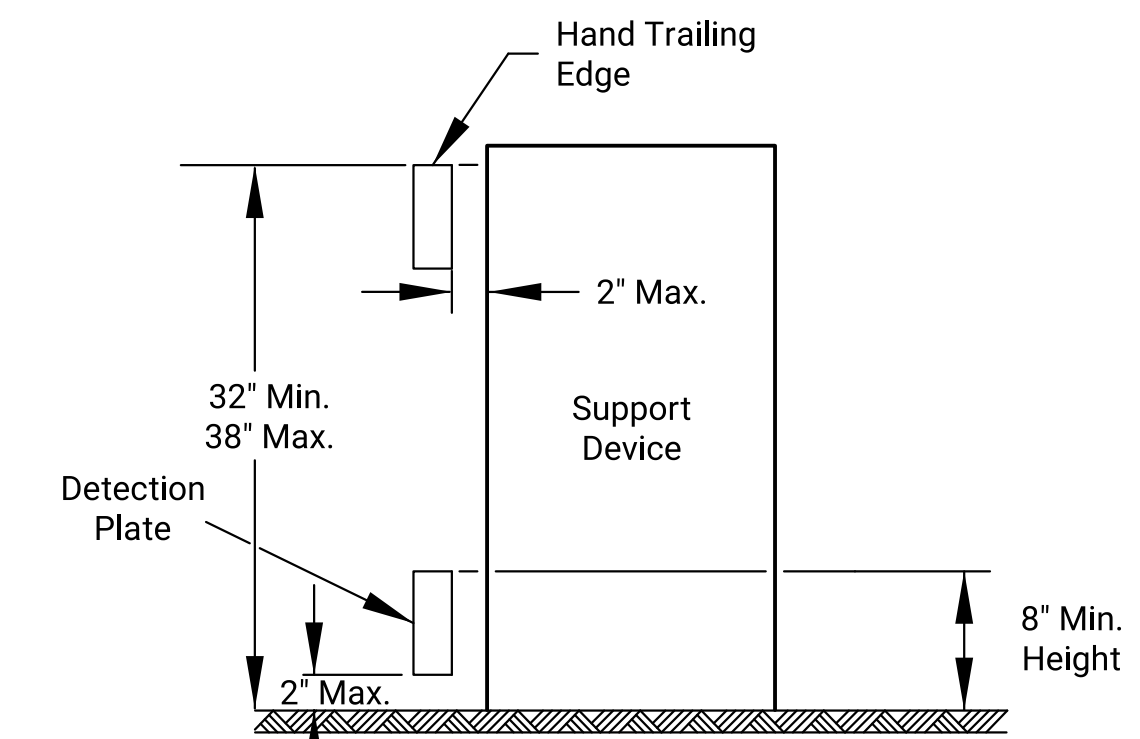
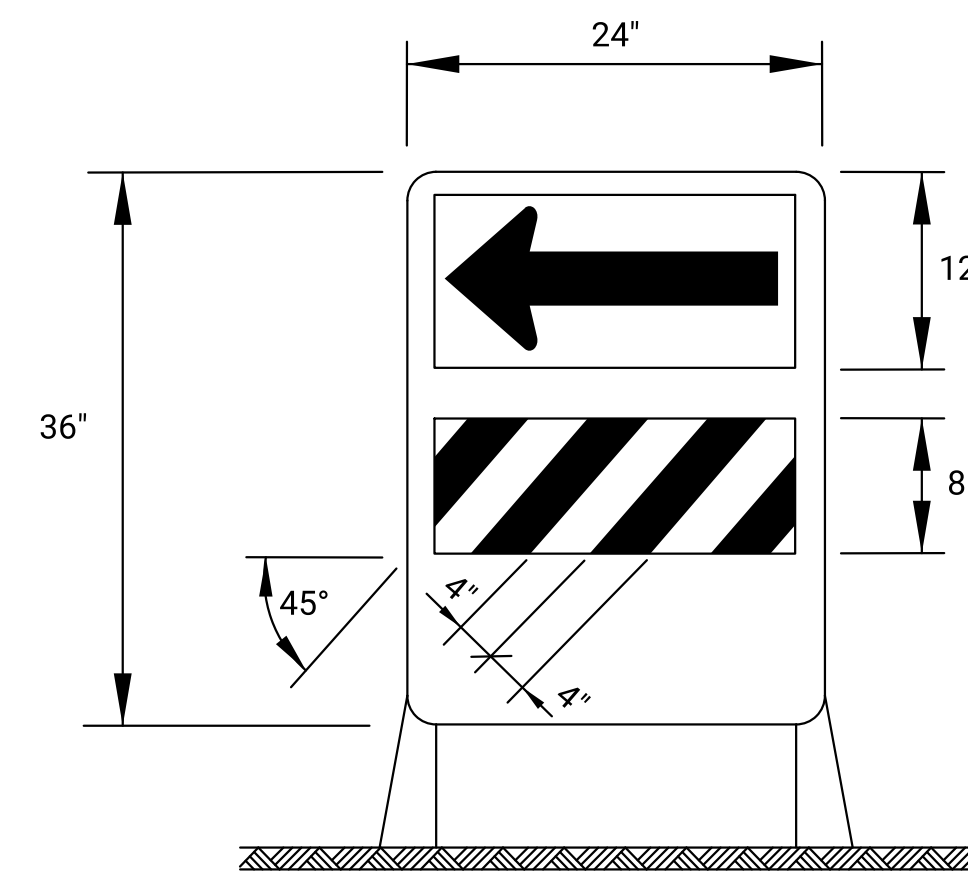
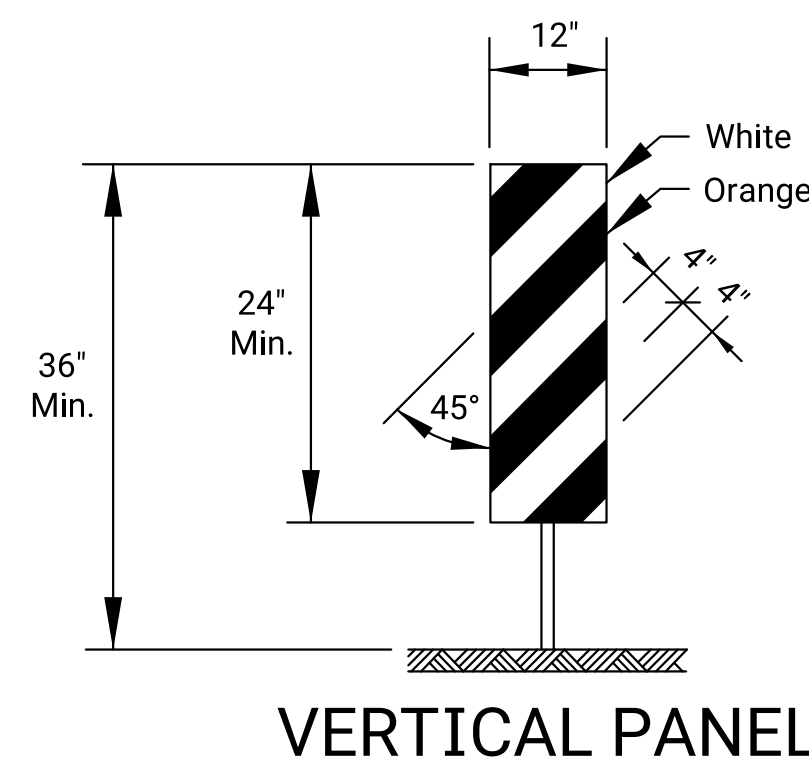
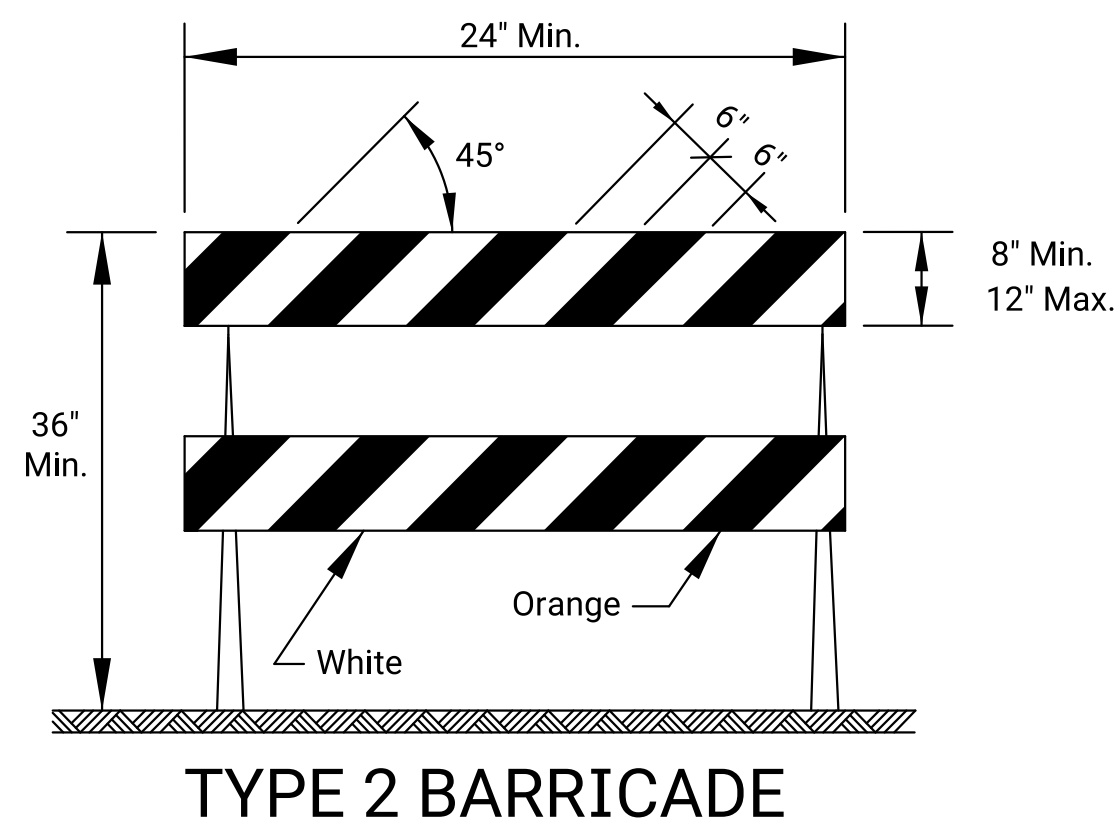
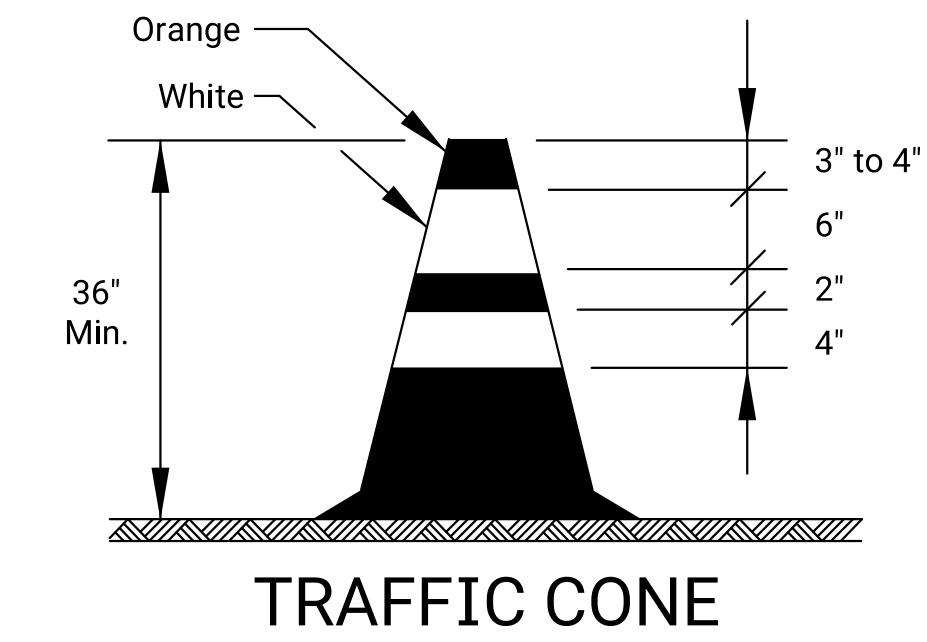
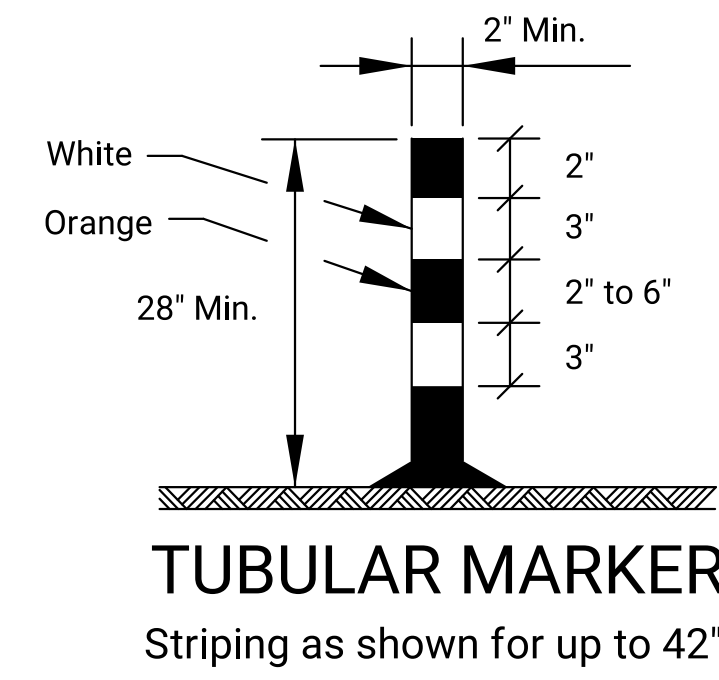
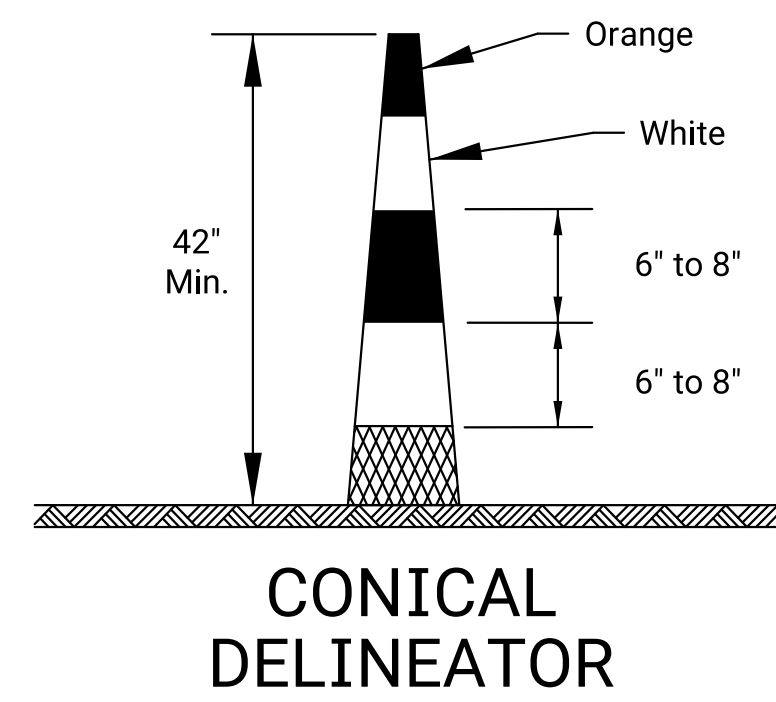
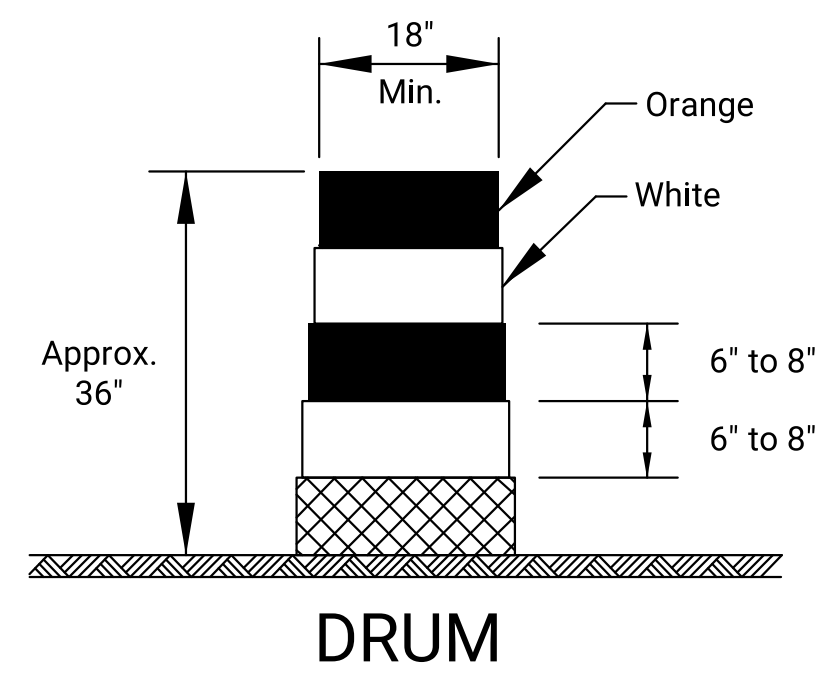
3				
2	03/13/18	WB-15p usage changed to Shall	R.W.B.	E.G.K.
1	08/18/15	Channelizer spacing info	R.W.B.	K.E.
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL
GENERAL NOTES**

TE700

DESIGNED	B.A.H.	DESIGNED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.		



For rails less than 36" long, 4" wide stripes may be used. All stripes shall slope downward to the traffic side for channelization.

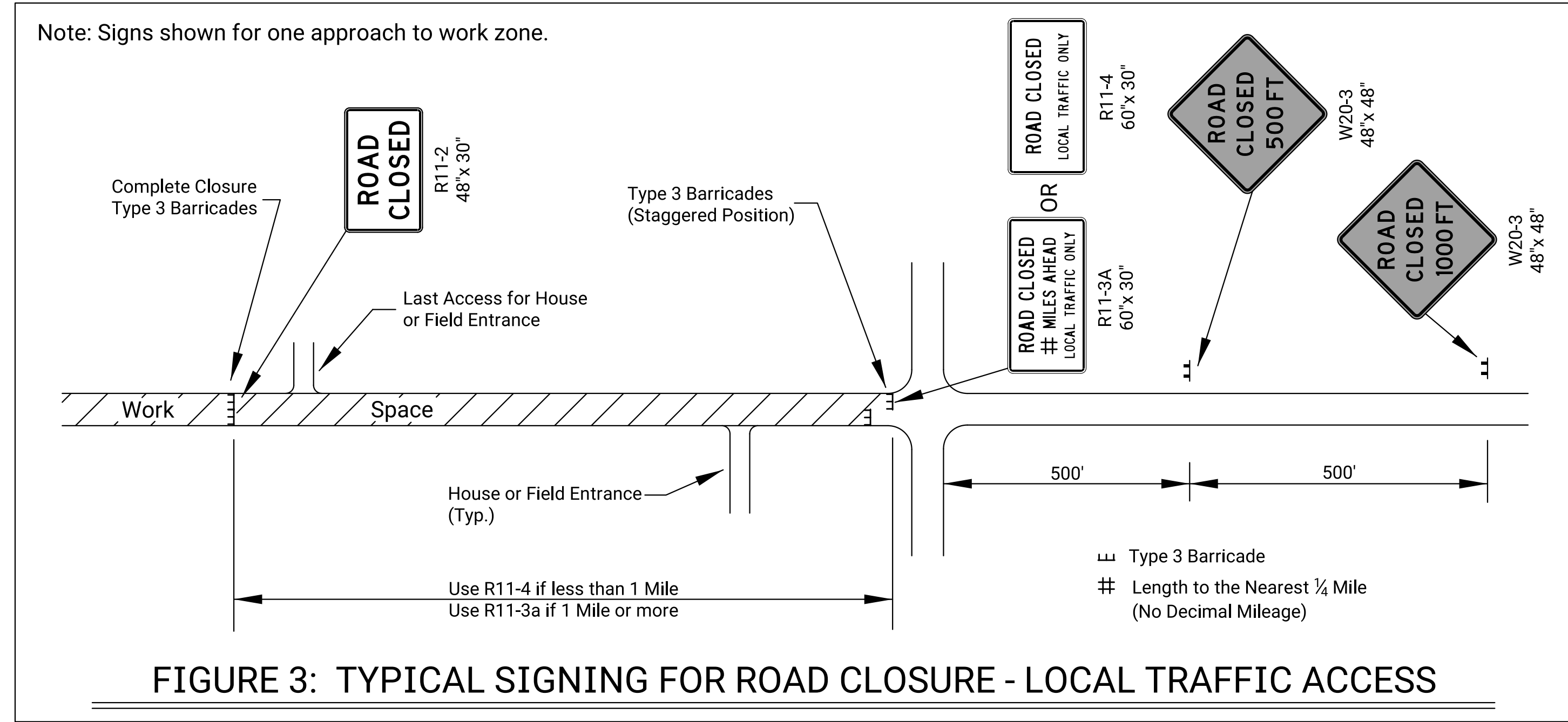
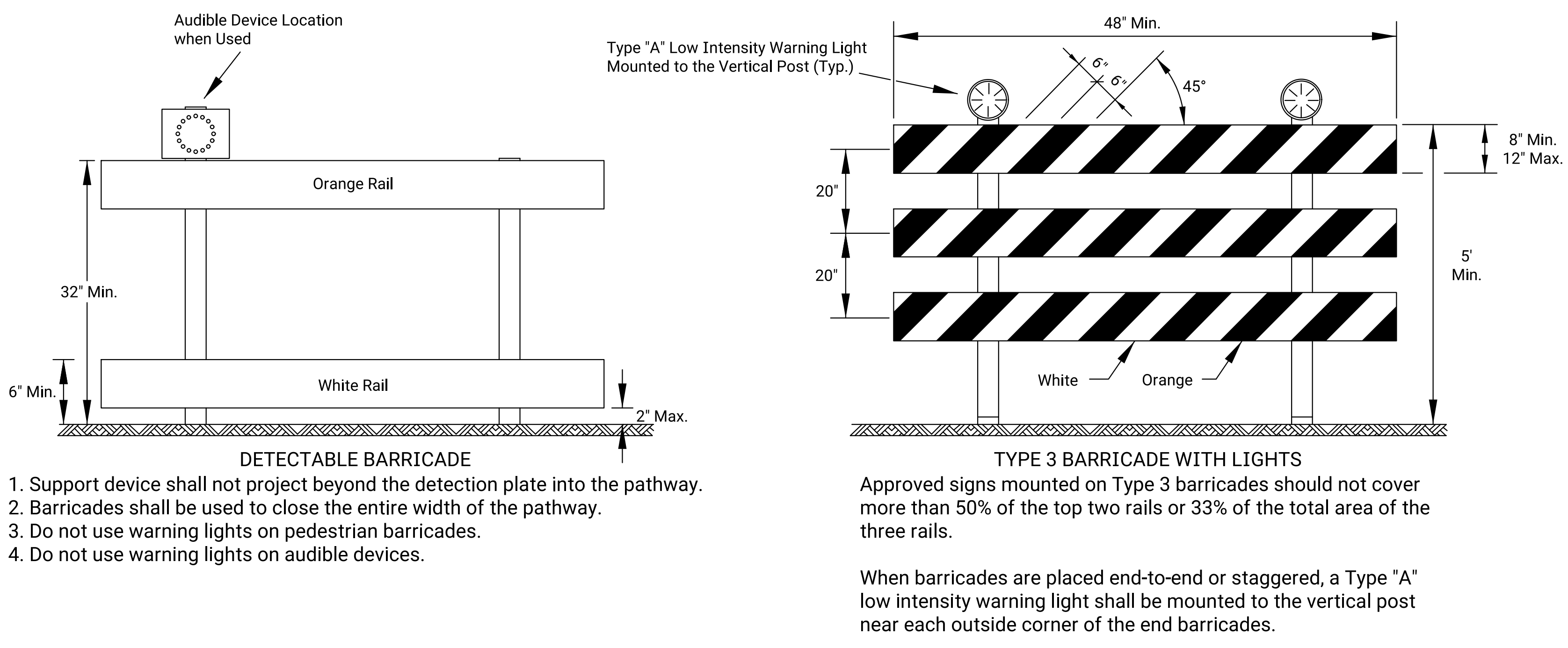
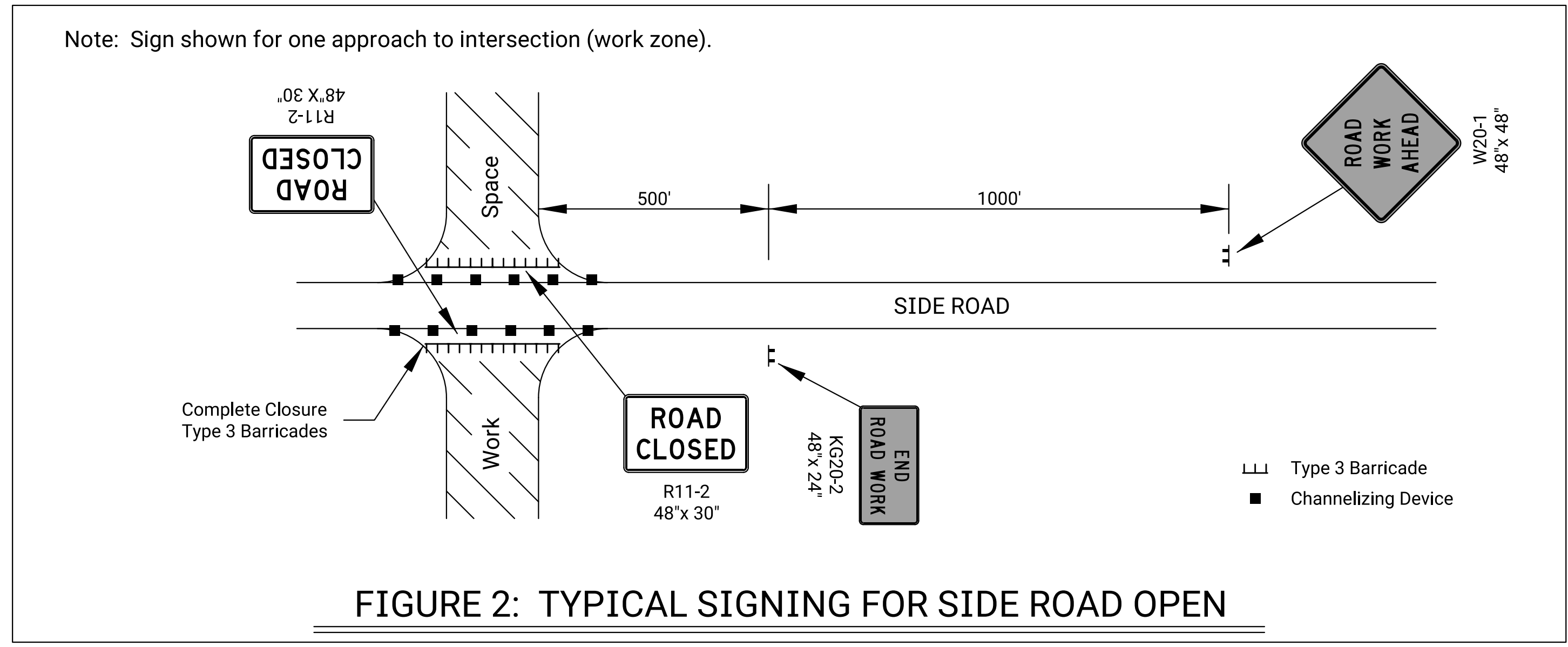
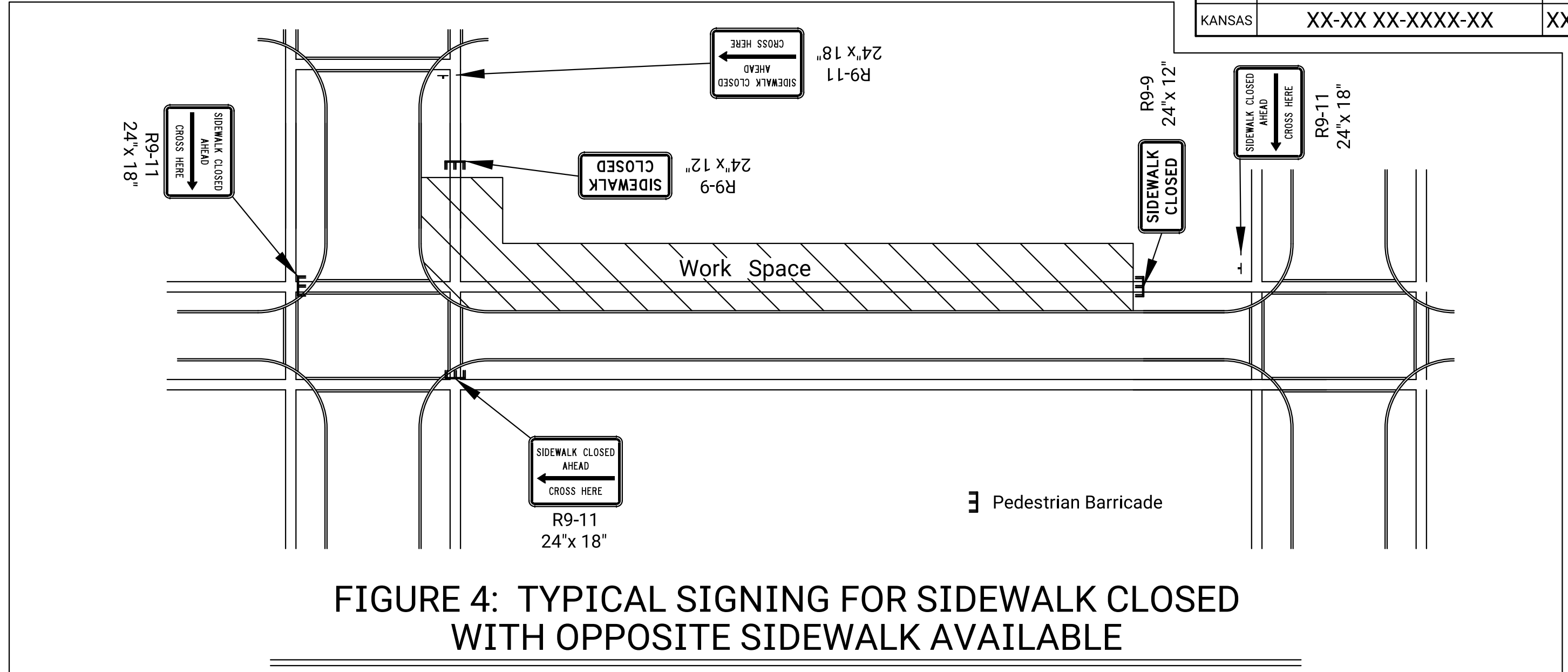
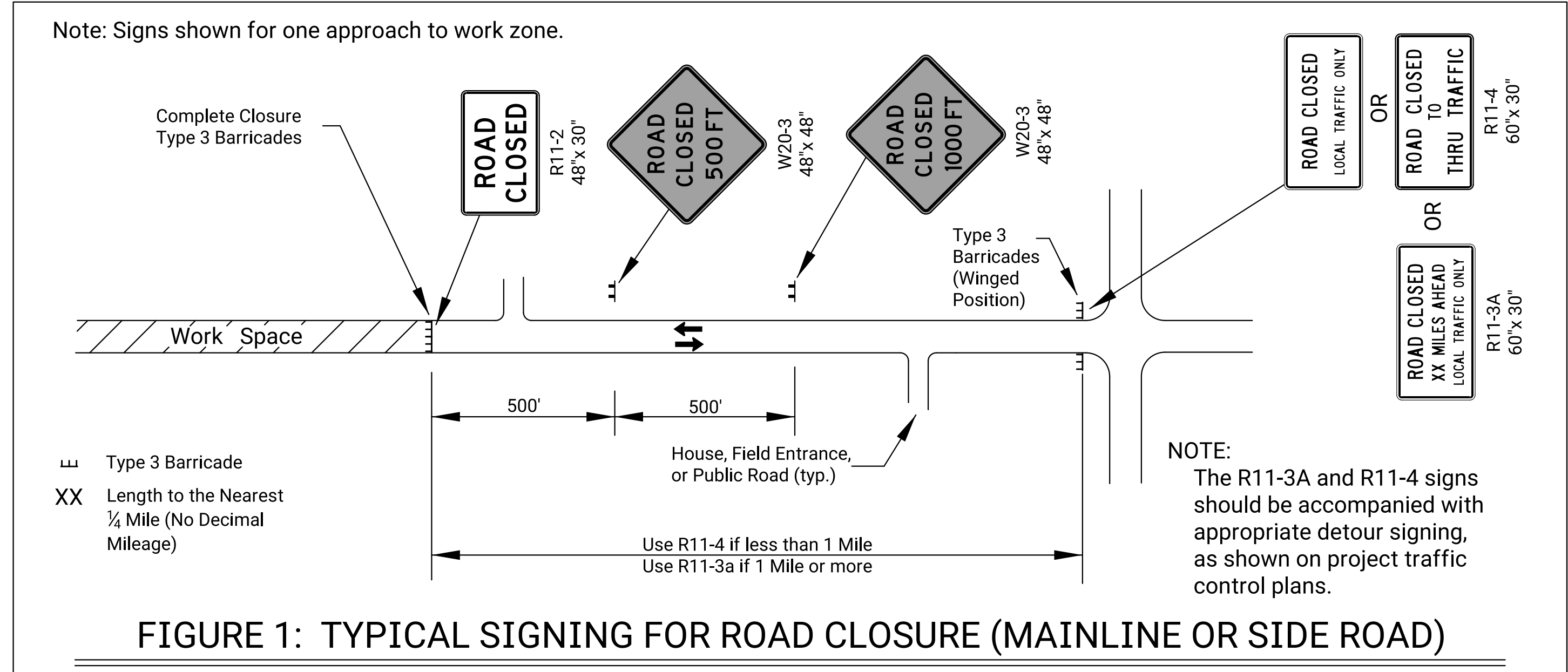
The stripes shall slope downward to the traffic side for channelization.

The stripes shall slope downward in the direction traffic is to pass. The direction indicator barricade shall be used in series to direct the motorist into the intended lane of travel.

1. Support device shall not project beyond the detection plate into the pathway.
2. Hand trailing edges and detection plates are optional for continuous walls.
3. Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
4. Alternate pathways shall be firm, stable, and slip resistant.
5. Treat height differentials > 1/2" in the surfaces of alternate paths with a firm, stable, and slip resistant temporary ramp having a slope of 12:1 or flatter and having a width equal to the alternate path.
6. Use alternating orange/white on interconnected devices.

Item	Location									
		Cross-overs	Shoofly Divisions	Tangents	Tapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores
Portable	Drums	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Conical Delineators	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Vertical Panels	(2)	(2)	(2)	(2)	(2)	(1,2)	Yes	(2)	(2)
	Direction Indicator Barricade	No	No	No	Yes	No	No	No	No	No
	Type 2 Barricade	(2)	(2)	(2)	(2)	No	No	Yes	No	No
	Traffic Cones	No	No	(4)	(4)	(4)	No	(4)	(4)	(4)
Fixed	Tubular Markers	(3)	(3)	(3)	No	(3)	Yes	No	Yes	Yes
	Vertical Panels	(3)	(3)	(3)	(3)	(3)	(3)	Yes	(2,3)	(2)

- (1) Not allowed on centerline delineation along freeways or expressways.
- (2) The stripes shall slope downward to the traffic side for channelization.
- (3) May be used upon the approval of the engineer.
- (4) Daytime operations only.



ROAD CLOSED GENERAL NOTES

As shown in Figure 1, at the point where thru traffic must detour and local traffic can proceed to the location where the roadway is completely closed, the R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) or R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC) sign shall be used with Type 3 barricades (winged position), placed on the shoulders of roadway.

As shown in Figure 3, when local traffic must be allowed access into the work zone, Type 3 barricades shall be longitudinally staggered to maintain the appearance of a closed roadway. A second line of end-to-end Type 3 barricades shall be placed just beyond the last access point in the work zone, to completely close the roadway.

The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.

The R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is 1 mile or greater.

The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.

Plotted : 29-MAR-2018 12:40 Traffic
Drawn By : mushock
File : te704.dgn

3					
2					
1					
NO.	DATE	REVISIONS	BY	APPD	

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL CLOSURES

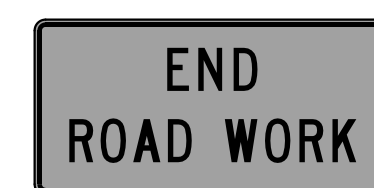
TE704

DESIGNED	B.A.H.	DATE	06/01/15	APPD	Kristina Erickson
DESIGN CK.		QUANTITIES		TRACE	
		QUAN. CK.		TRACE CK.	

KDOT Graphics Certified 03-29-2018 Sh. No. XXX

KDOT Graphics Certified

SIGN LAYOUT INFORMATION



Std. Size
Expwy/Freeway
6" C
48" x 24"

KG20-2



Std. Size
Expwy/Freeway
6" C
48" x 24"

KG20-5



Std. Size
Expwy/Freeway
3" C
24" x 6"

KM4-20



Mileage to be Determined
by the Engineer.

W7-3a



Std. Size
Expwy/Freeway
48" x 48"

W8-17



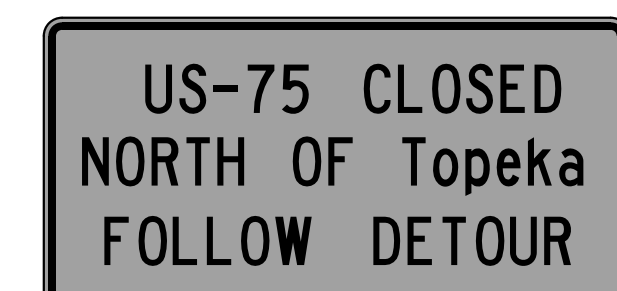
Std. Size
Expwy/Freeway
30" x 24"

W8-17P
(Optional)



Std. Size
Expwy/Freeway
6" C
10" D

SP-01
(Special Sign)



Std. Size
Expwy/Freeway
Uppercase: 6" C
Lowercase: 4.5" C
Uppercase: 10" D
Lowercase: 8" D

SP-02
(Special Sign)

All city names and street names on special signs and destination signs must have upper and lower case letters.



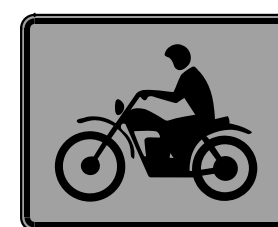
Std. Size
Expwy/Freeway
8" D
48" x 48"

W8-15



Std. Size
Expwy/Freeway
8" D
48" x 48"

W8-7



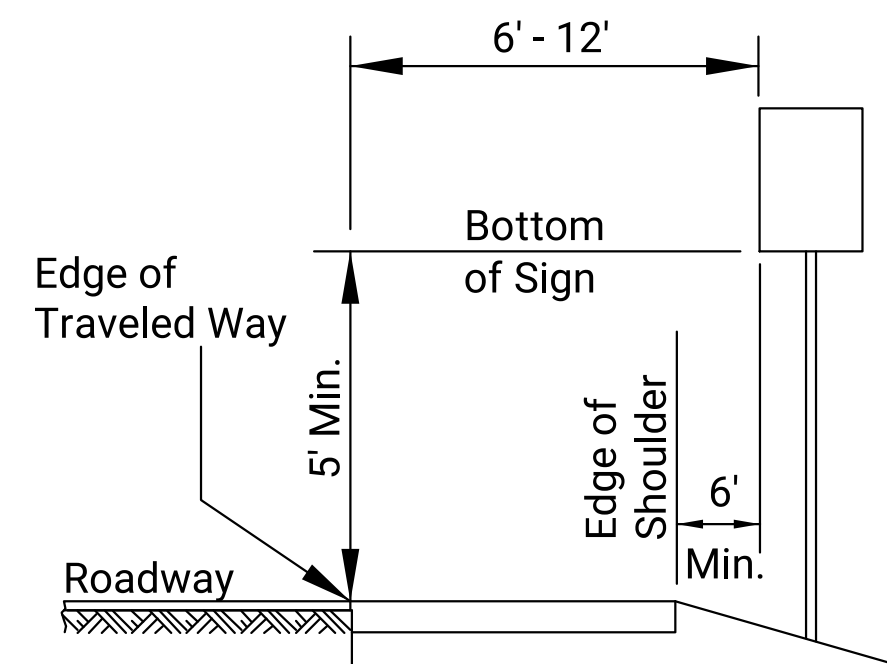
Std. Size
Expwy/Freeway
30" x 24"

W8-15p



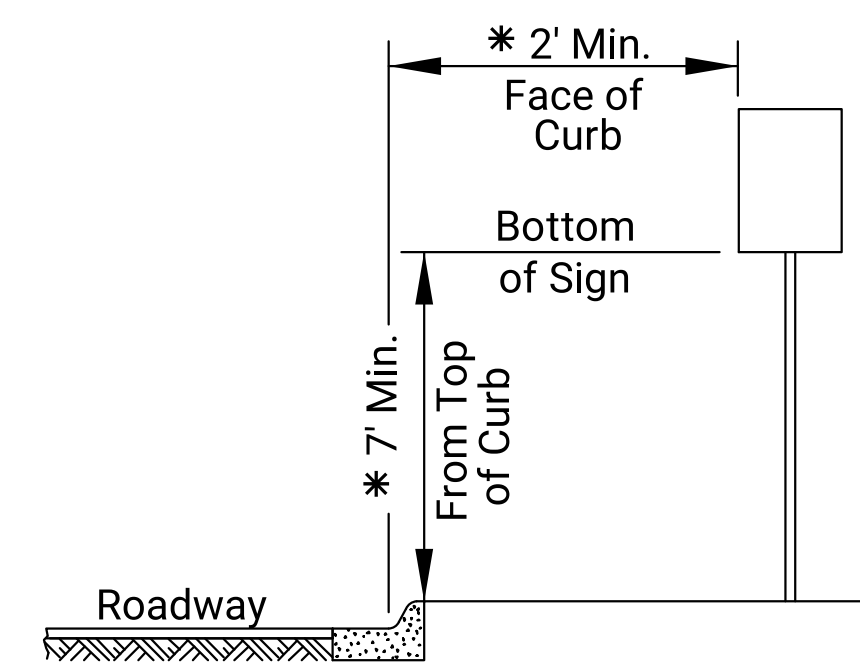
Std. Size
Expwy/Freeway
8" D
48" x 48"

W8-11



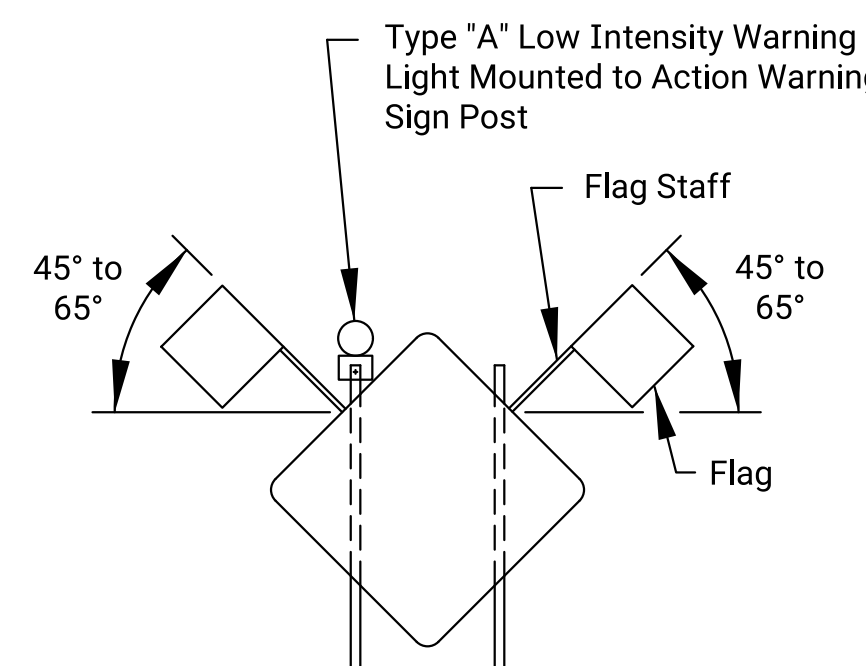
RURAL

- 1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.
- 2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- 3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.



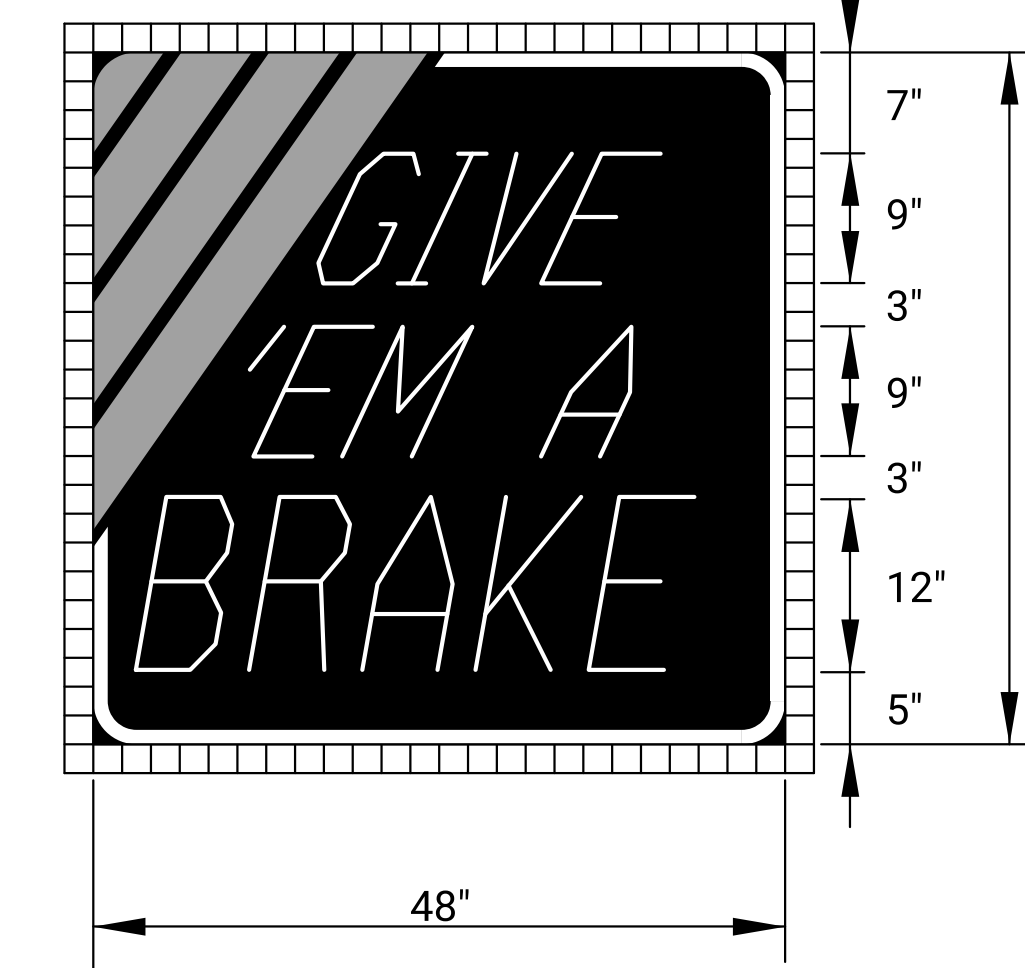
URBAN

- 1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.
- 2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.
- 3) Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.
- 4) The height from of the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.
- 5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- * 6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.

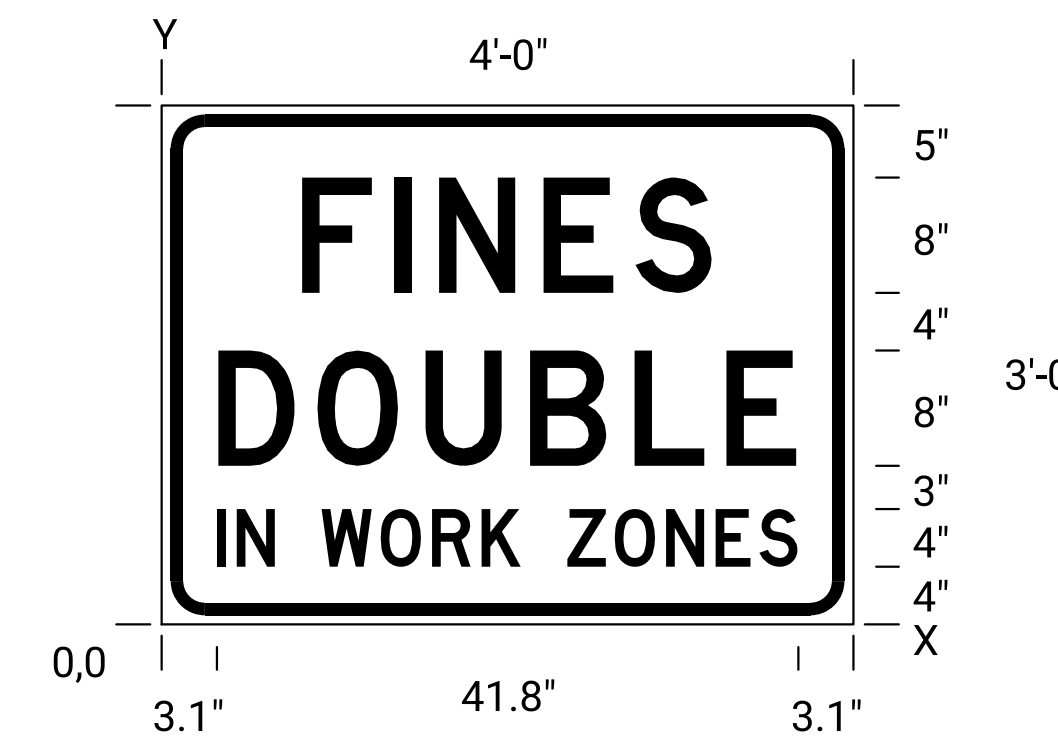


When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

- In the case of hitting rock when driving posts
1. Shift the sign location. Do not violate minimum sign spacing.
 2. With the engineer's approval, use acceptable alternative sign stands.



KI-104a



KI-105a

Dimensions in inches

Spacings are to start of next letter

Y FONT	LETTER SPACINGS												HT LEN			
23.0 D	F	I	N	E	S									8.0		
	9.7	6.4	3.2	7.3	6.4	5.4	9.7							28.6		
11.0 D	D	O	U	B	L	E								8.0		
	3.9	6.9	7.5	7.3	7.3	6.4	4.9	3.9						40.3		
4.0 D	I	N	W	O	R	K	Z	O	N	E	S			4.0		
	3.1	1.6	2.7	3.2	4.3	3.8	3.6	2.8	3.2	3.4	3.8	3.6	3.2	2.7	3.1	41.8

Notes:

- Typically, there are two sets of informational signs installed per project: one for each direction of traffic.
- Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.
- The informational signs are not to interfere with the traffic control signs for the project.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX

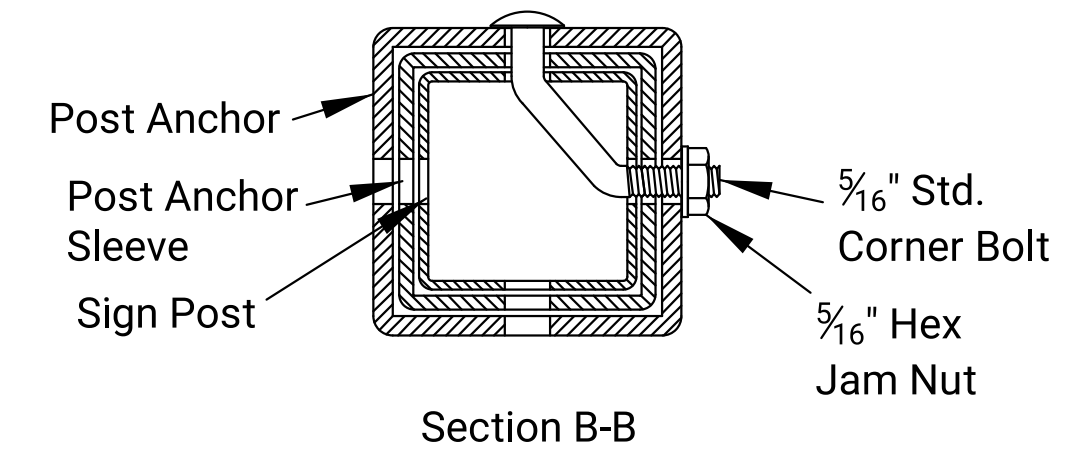
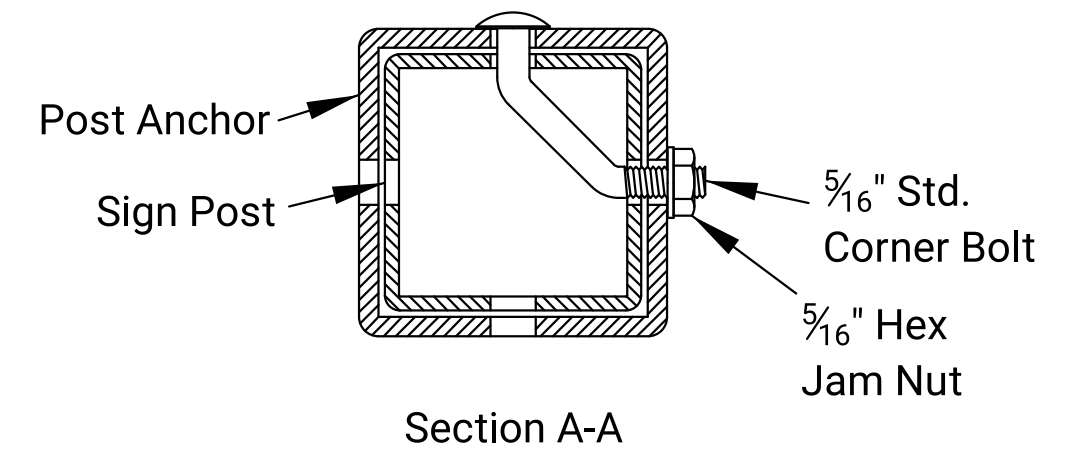
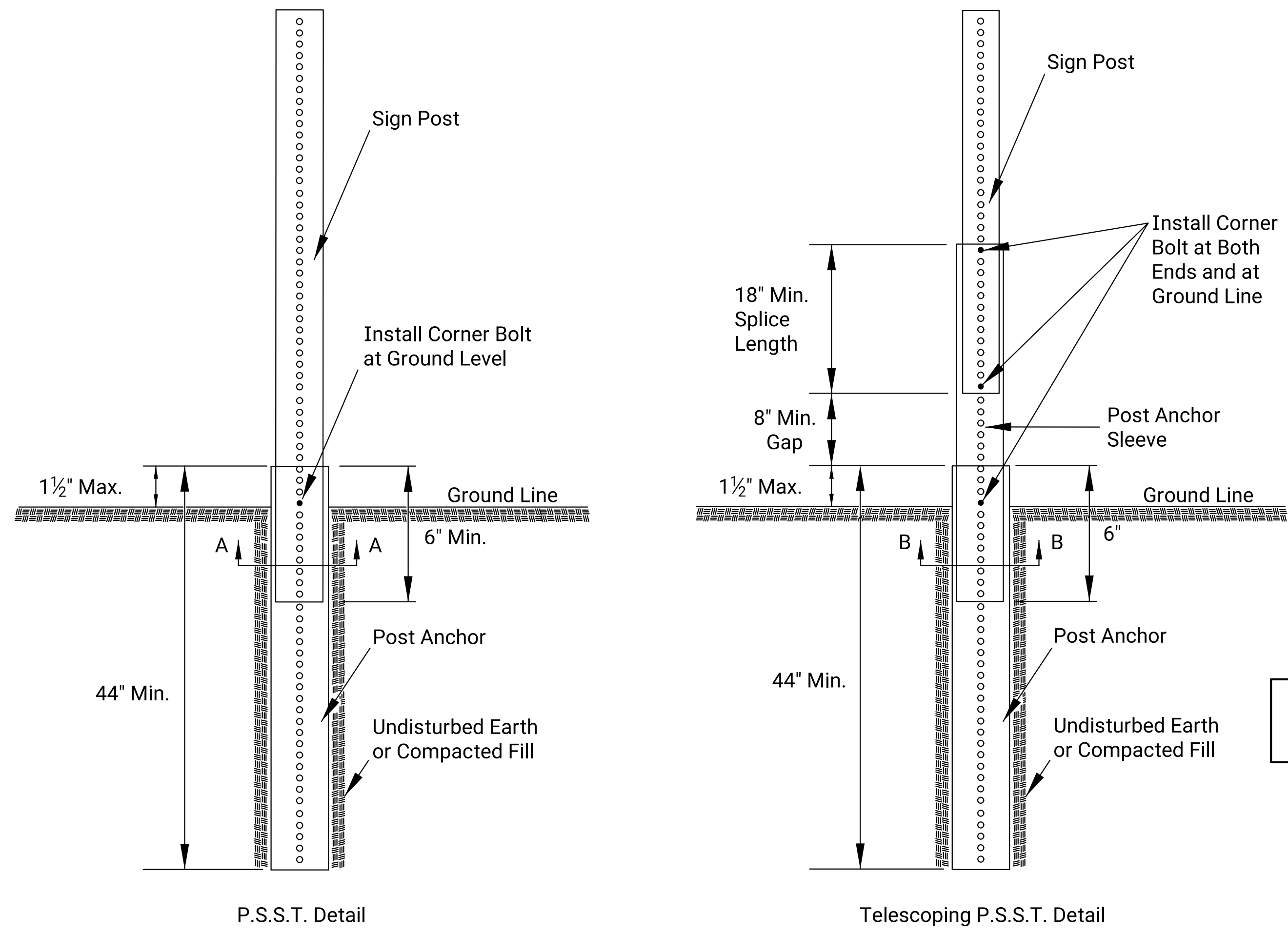
Sign Number	GIVE EM A BRAKE
Width x Height	4'-0" x 4'-0"
Border Width	1.0"
Corner Radius	4.0"
Stripe Width	3.0"
Mounting	Ground
Background	Type: Non-Reflective Color: Black
Legend/Border	Type: Reflective Color: White
Legend Font	Dutch 801 Roman SWC 25 Degree Slant
Stripes	Type: Reflective Color: Orange

Sign Number	FINES DOUBLE
Width x Height	4'-0" x 3'-0"
Border Width	0.9"
Corner Radius	3.0"
Mounting	Ground
Background	Type: Reflective Color: White
Legend/Border	Type: Non-Reflective Color: Black

3					
2					
1					
NO.	DATE	REVISIONS	BY	APPD	
KANSAS DEPARTMENT OF TRANSPORTATION					
TRAFFIC CONTROL SIGN INFORMATION					
TE710					
DESIGNED	R.W.B.	06/01/15	APPD	Kristina Pyle	
DESIGN CK.	DETAIL CK.	QUANTITIES	TRACE CK.		

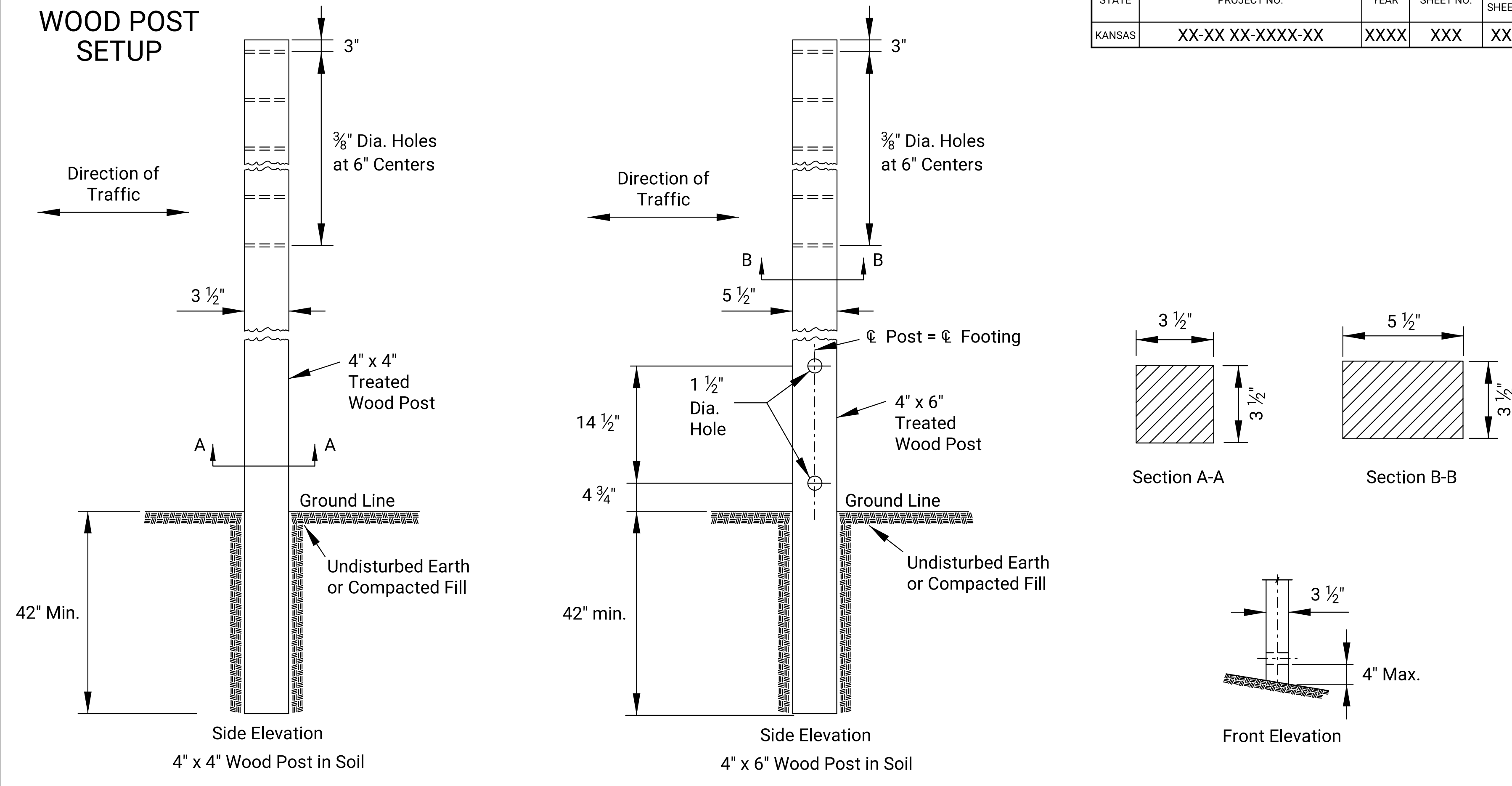
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX

PERFORATED SQUARE STEEL TUBE (P.S.S.T.) POST SETUP



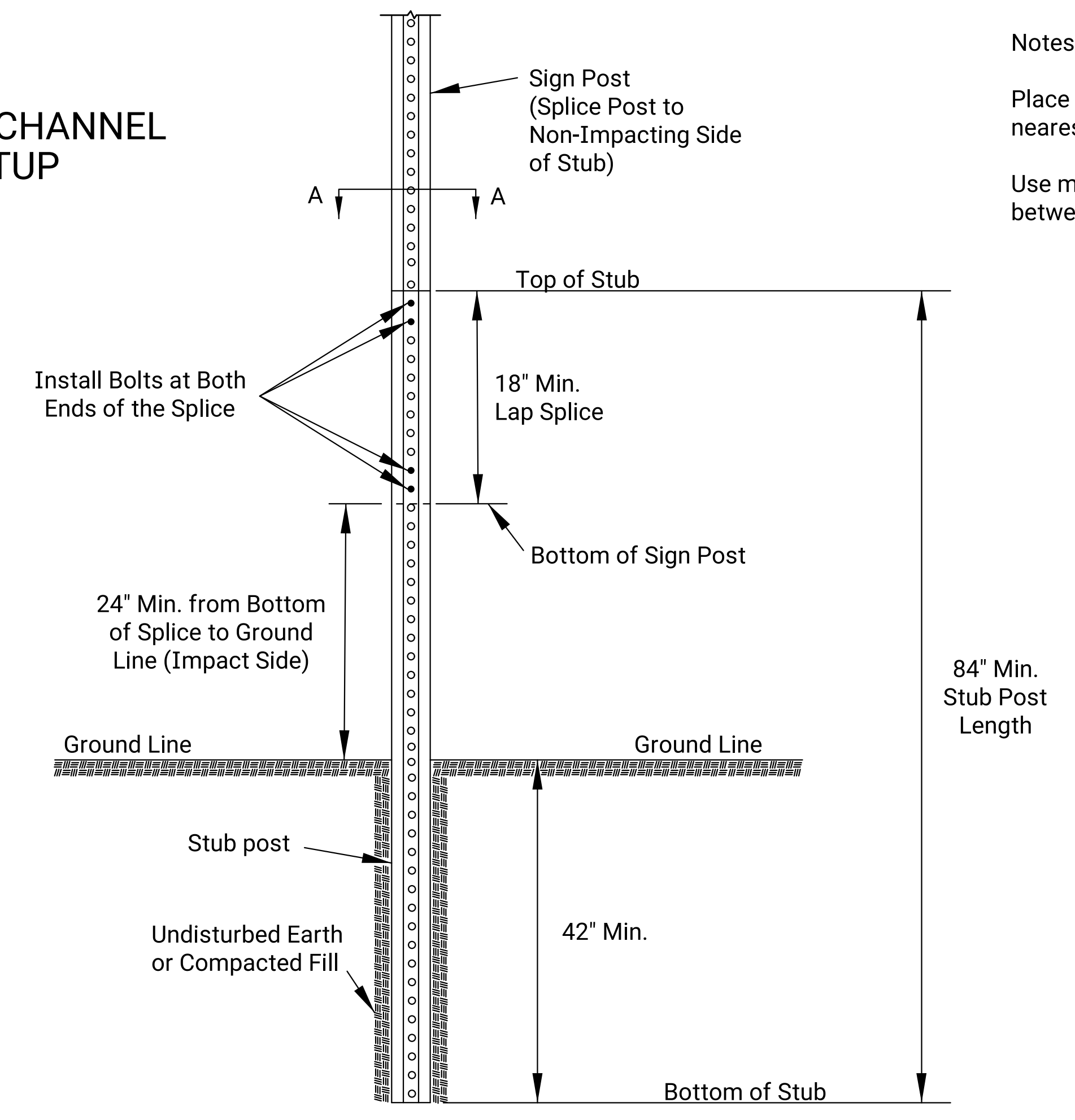
Details for 2", 2 1/4", or 2 1/2" sign posts
 Place bolts in the same corner along each sign post.

WOOD POST SETUP

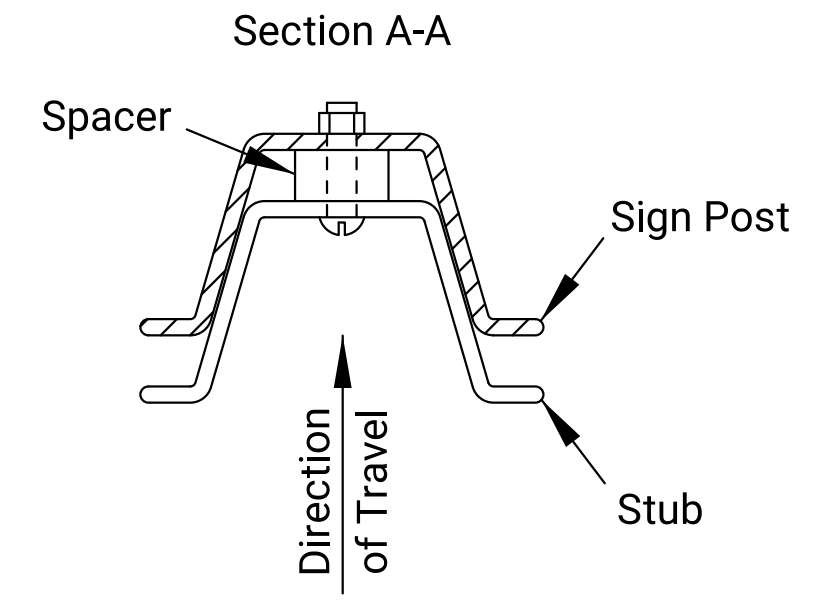


See TE710 for Additional Details and Requirements

3 LB/F U-CHANNEL SETUP



Notes:
 Place two bolts at both ends of the splice through the holes nearest the ends of the splice.
 Use manufacturer recommended spacers over the bolts between the spliced pieces of U-Channel.



3				
2				
1				
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGN POSTS

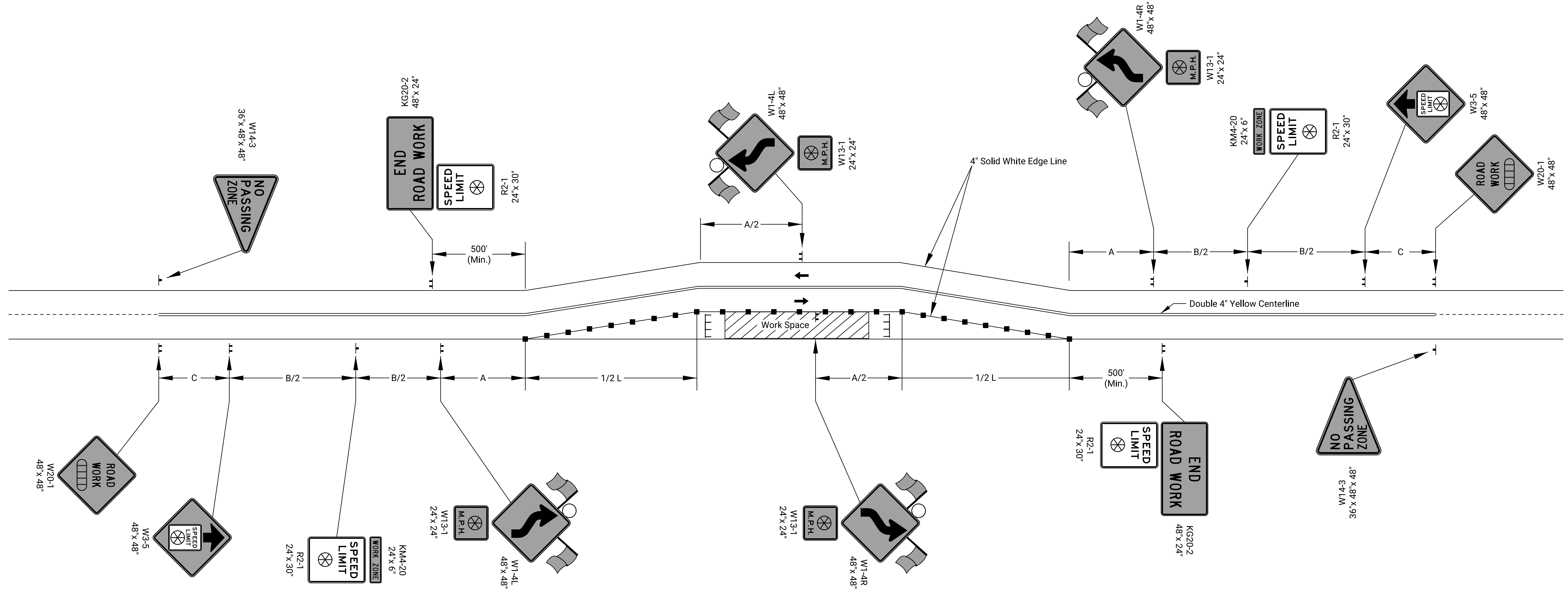
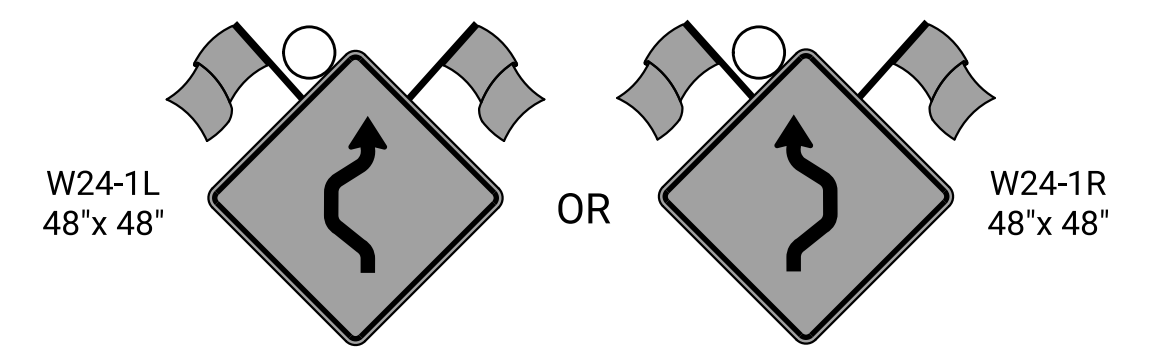
TE712

DESIGNED	B.A.H.	DATE	06/01/15	APPD	Kristina Pyle
DESIGN CK.		DETAIL CK.		QUANTITIES	TRACED
				QUAN. CK.	TRACE CK.

Plotted : 29-MAR-2018 12:40 Traffic
 Drawn By : mushock
 File : te712.dgn

KDOT Graphics Certified

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX



Drawn By : mushock
File : te724.dgn
Plotted : 29-MAR-2018 12:40
Traffic

- Channelizing Device
- ⊥ Type 3 Barricades
- ⊓ Ahead, 1500 ft, or 1 Mile
- ⊗ Speed to be Determined by the Engineer
- Type "A" Low Intensity Warning Light

3					
2					
1	03/13/18	W24-1 usage changed to Should	R.W.B.	E.G.K.	
NO.	DATE	REVISIONS	BY	APPD	

KANSAS DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL
LANE SHIFT**

TE724

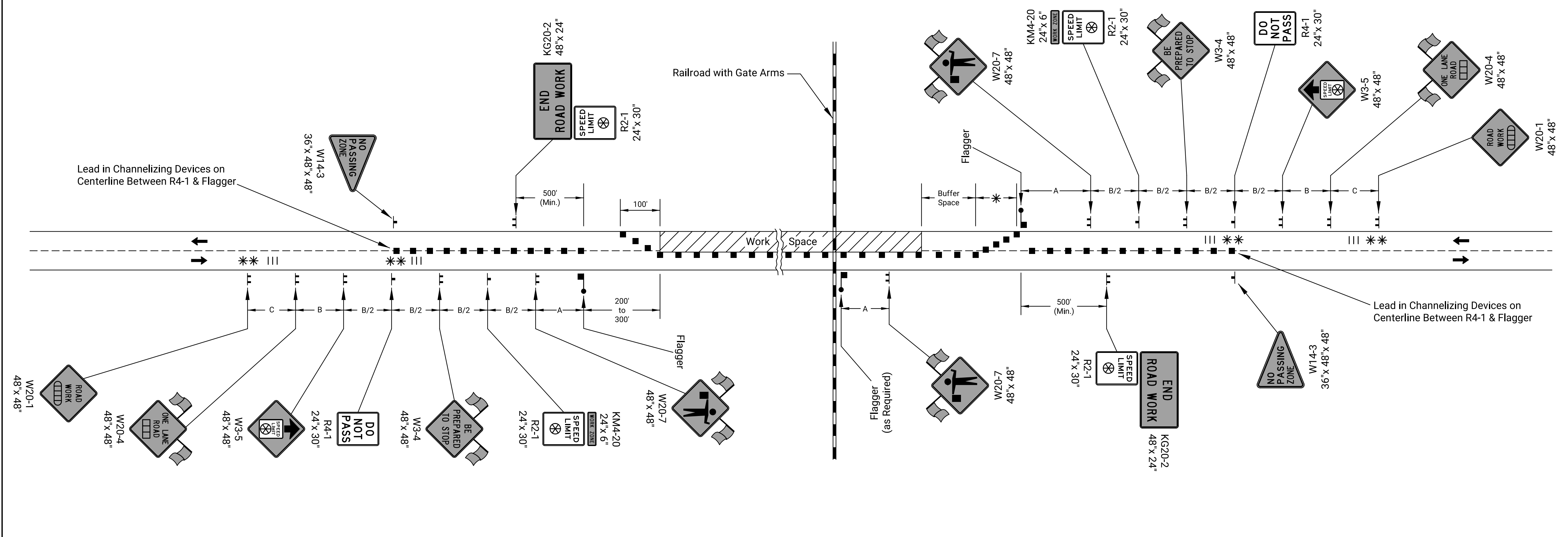
DESIGNED	R.W.B.	APPD	Eric Koehler
DESIGN CK.	DETAIL CK.	QUANTITIES	TRACE CK.

KDOT Graphics Certified 03-29-2018 Sh. No. XXX

KDOT Graphics Certified

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX

FLAGGER



USE TE731 FOR FLAGGER OR PILOT CAR ON ROADWAYS WITH CONCRETE SHOULDERS GREATER THAN 8 FT.

Notes:
 Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.
 Place a Flagger at all highway and major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

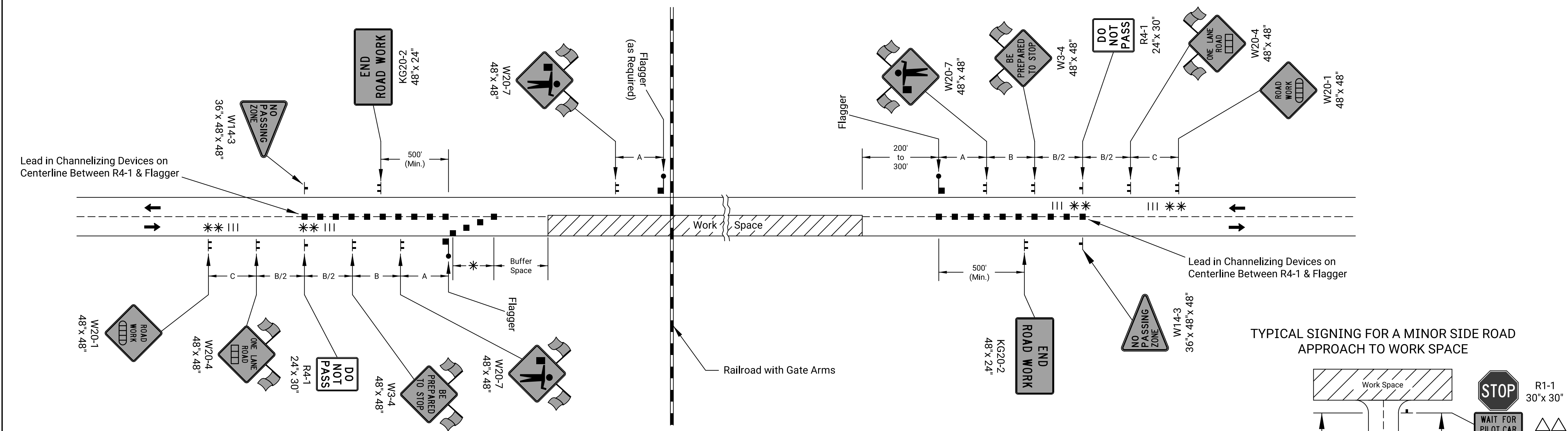
Existing signs shall not be covered or removed between Flagger stations.
 Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

- * Minimum six (6) channelizers spaced at 20' intervals.
- ** Optional rumble strips may be placed: One set between the W20-1 and W20-4, and one set between the R4-1 and W3-4, on each approach.

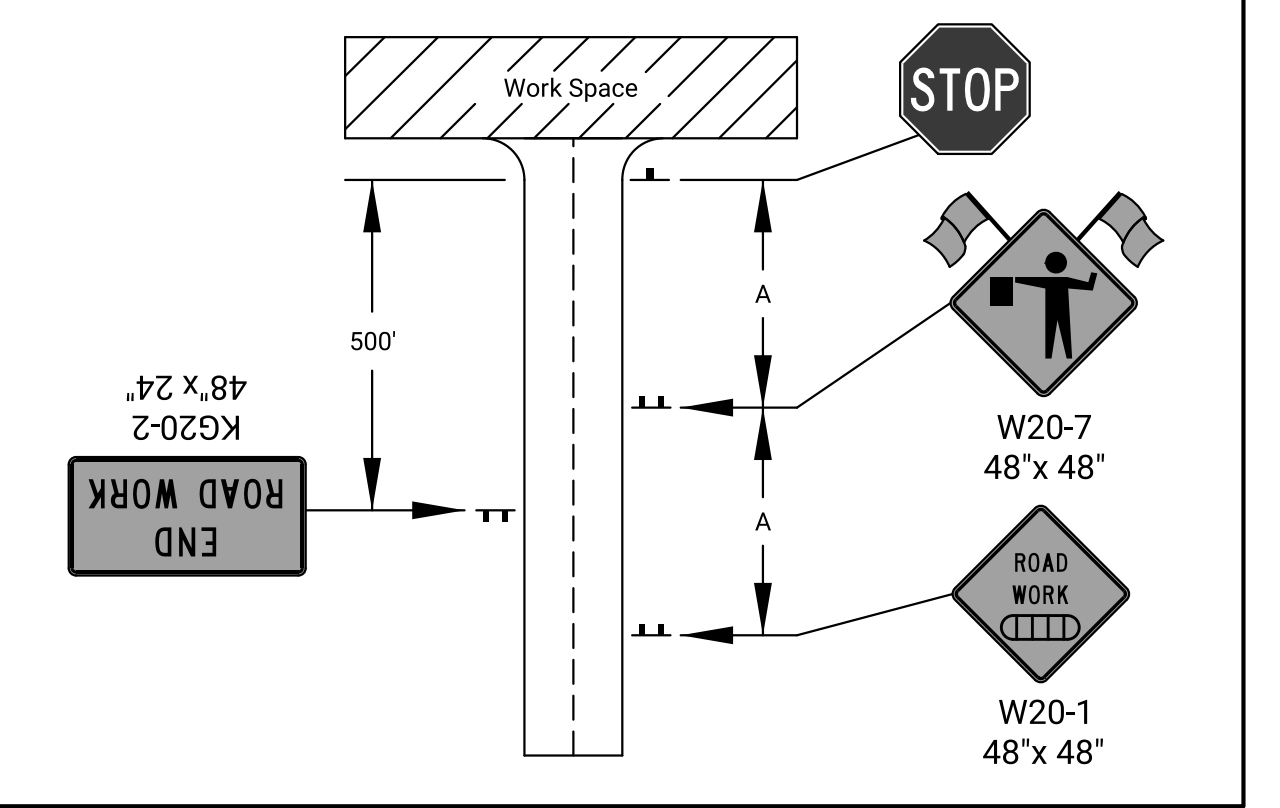
- △ Not required on substantial maintenance projects (1R).
- △△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6" below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

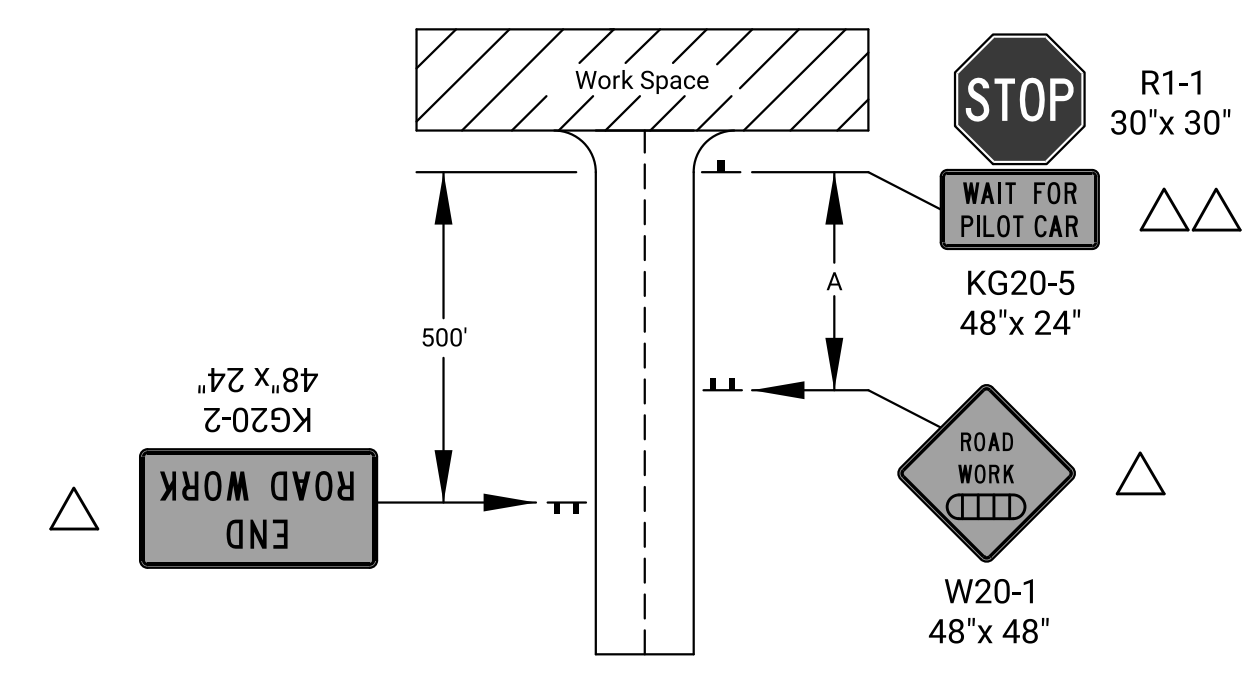
FLAGGER AND PILOT CAR



TYPICAL SIGNING FOR HIGHWAY OR MAJOR COLLECTOR APPROACH TO WORK SPACE



TYPICAL SIGNING FOR A MINOR SIDE ROAD APPROACH TO WORK SPACE



- Channelizing Device
- ▭ Ahead, 1500 ft, or 1 Mile
- ▭ Ahead, 1000 ft, 1500 ft, or 1/2 Mile
- ⊗ Speed to be Determined by the Engineer
- Type "A" Low Intensity Warning Light
- ||| Temporary Portable Rumble Strips

NO.	DATE	REVISIONS	BY	APPD
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

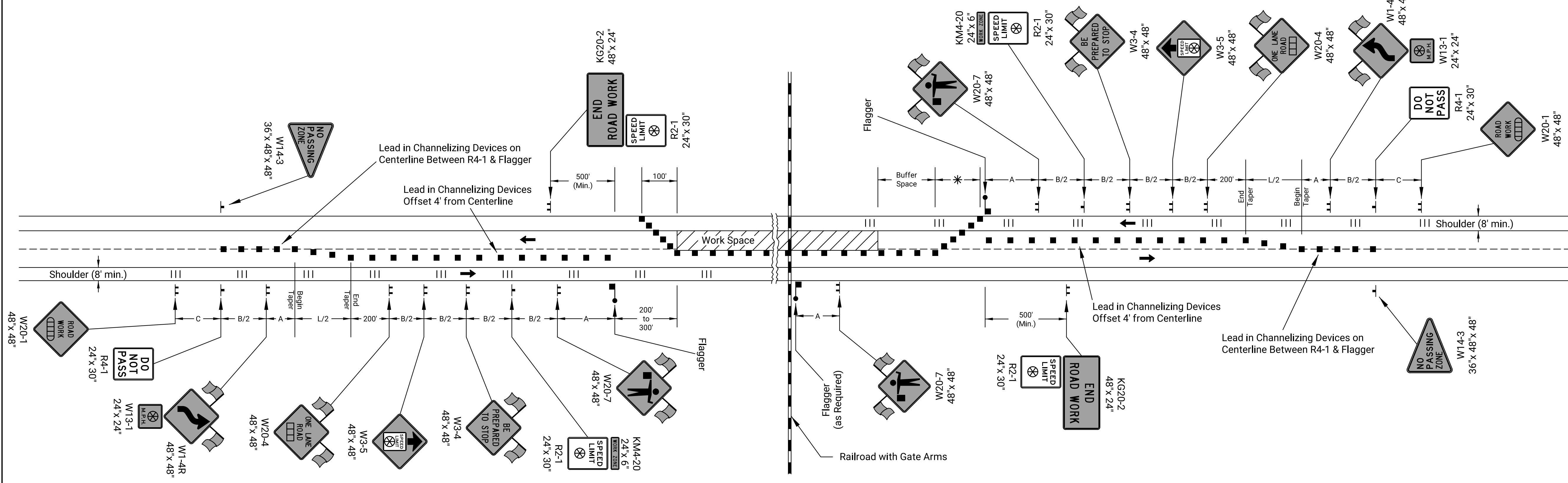
**TRAFFIC CONTROL
FLAGGER OR PILOT CAR**

TE730

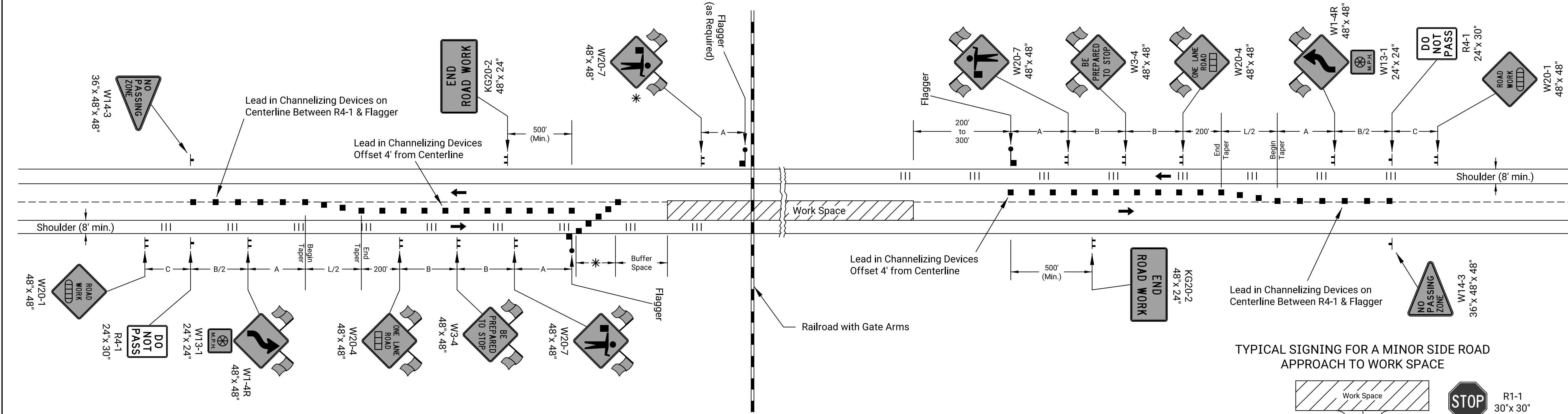
DESIGNED	B.A.H.	DATE	06/01/15	APPD	Kristina Erickson
DESIGN CK.		QUANTITIES		TRACED	
		DETAIL CK.		TRACE CK.	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX

FLAGGER



FLAGGER AND PILOT CAR



Notes:

Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.

Place a Flagger at all highway, major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

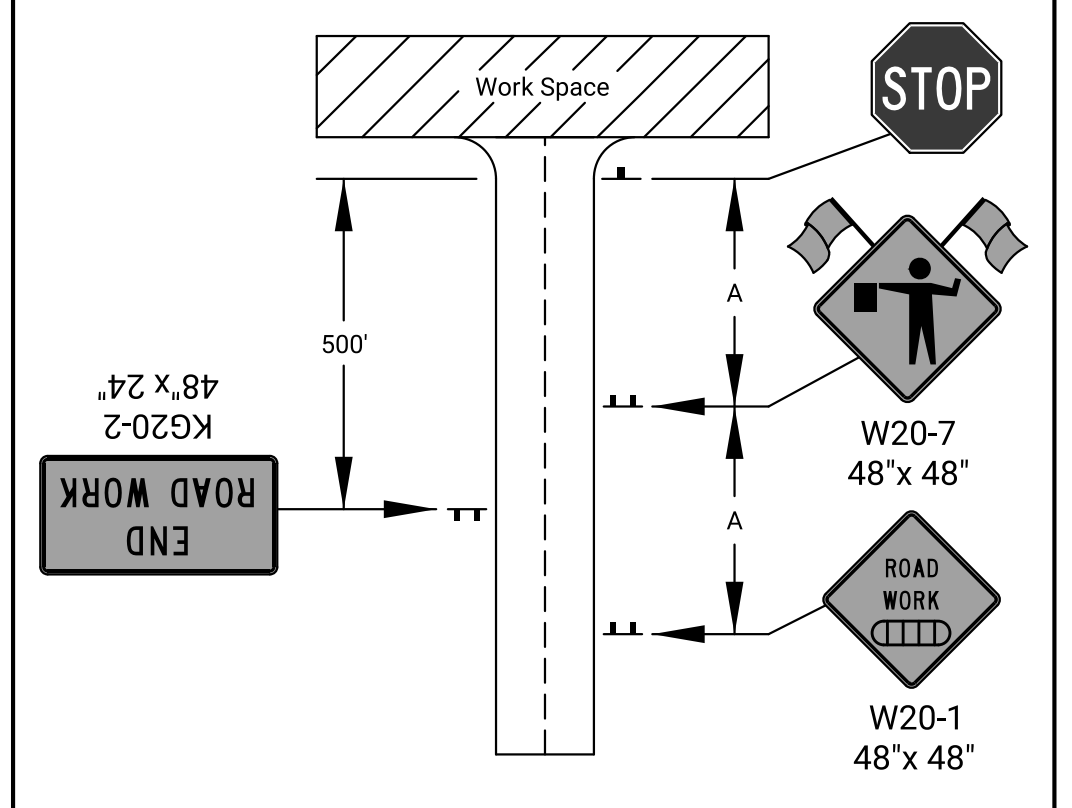
Existing signs shall not be covered or removed between Flagger stations.

Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

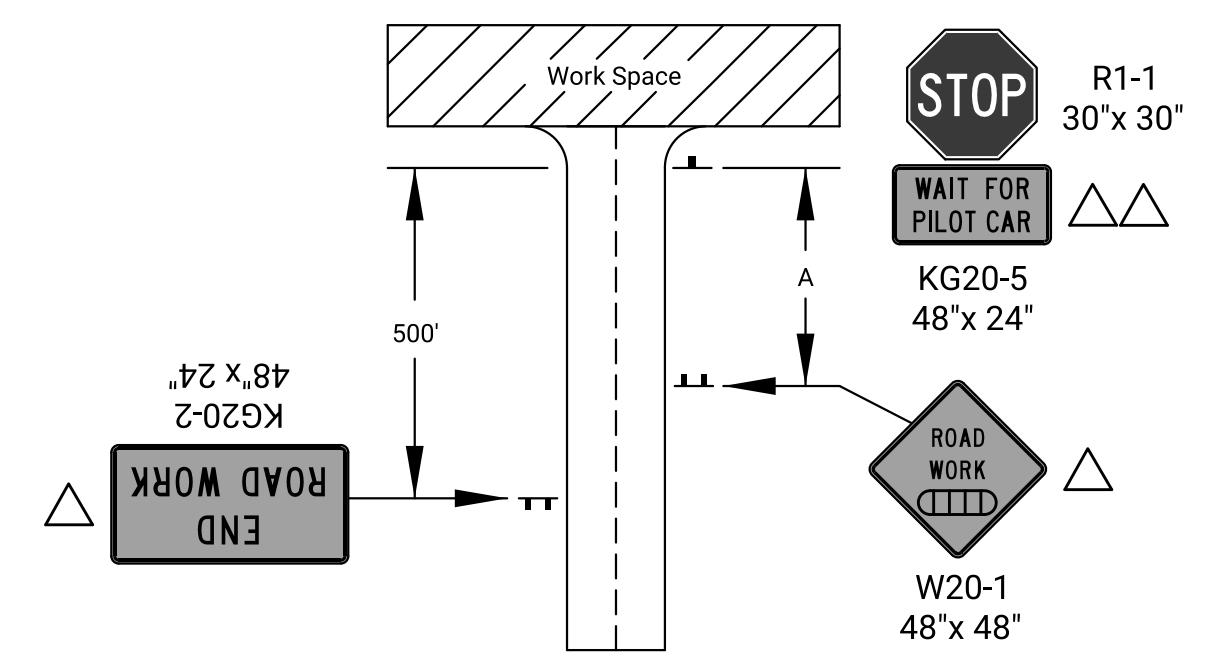
- * Minimum six (6) channelizers spaced at 20' intervals.
- △ Not required on substantial maintenance projects (1R).
- △△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6" below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

TYPICAL SIGNING FOR HIGHWAY OR MAJOR COLLECTOR APPROACH TO WORK SPACE



TYPICAL SIGNING FOR A MINOR SIDE ROAD APPROACH TO WORK SPACE



Plotted : 29-MAR-2018 12:40 Traffic

- Channelizing Device
- ▨ Ahead, 1500 ft, or 1 Mile
- ▩ Ahead, 1000 ft, 1500 ft, or 1/2 Mile
- ⊗ Speed to be Determined by the Engineer
- ||| Existing Shoulder Rumble Strips

3					
2					
1					
NO.	DATE	REVISIONS	BY	APPD	

KANSAS DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL
FLAGGER OR PILOT CAR
CONCRETE SHOULDERS > 8 FT**

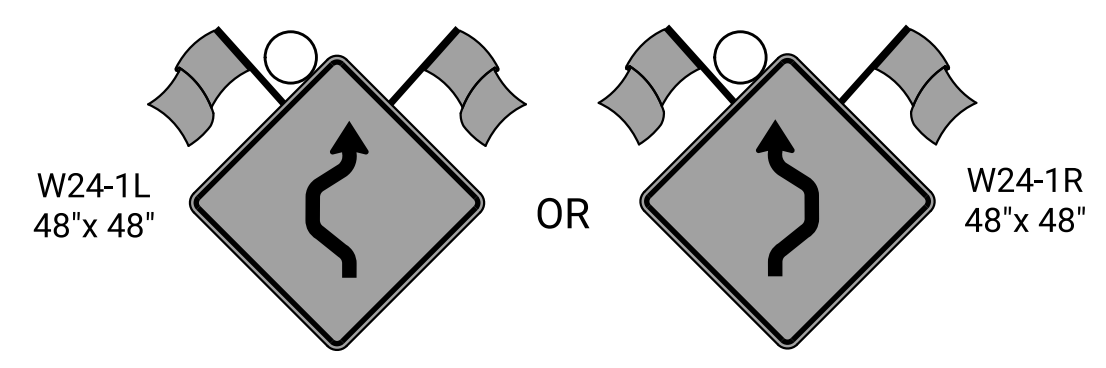
TE731

DESIGNED	B.A.H.	DATE	06/01/15	APPD	Kristina Erickson
DESIGN CK.		DETAILD CK.		QUANTITIES	TRACED
				QUAN. CK.	TRACE CK.

KDOT Graphics Certified 03-29-2018 Sh. No. XXX

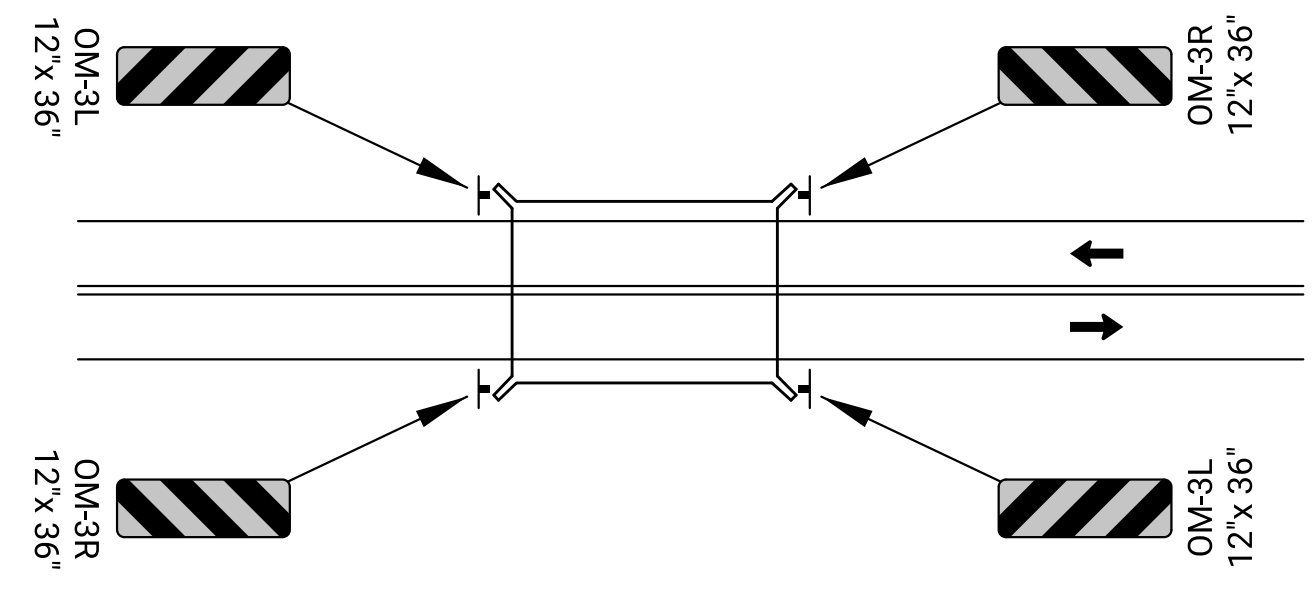
KDOT Graphics Certified

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX



One W24-1 should be used per approach where the tangent distance between two reverse curves is less than 600 ft. If used, use in place of the first W1-4 and eliminate the second.

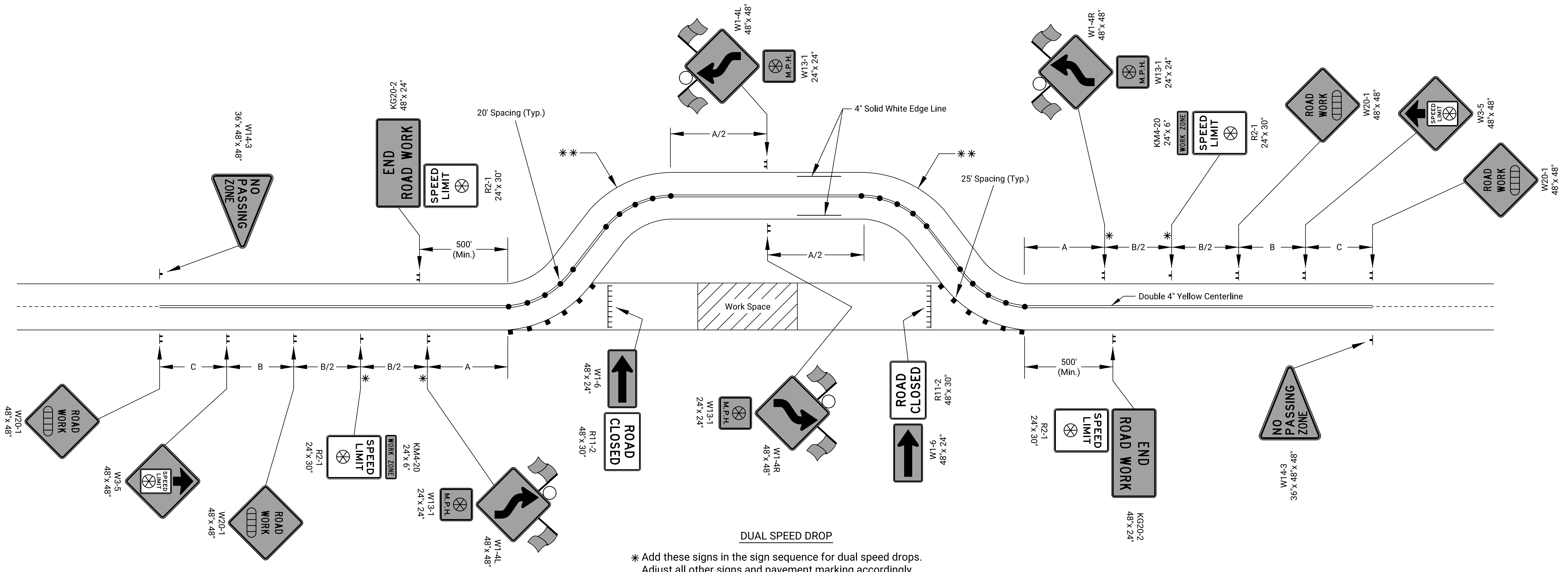
TYPICAL TEMPORARY STRUCTURE END TREATMENT ON SHOOFLY



The entire area of object marker shall have ASTM Type III sheeting. The stripes shall slope downward to the traffic side for channelizing.

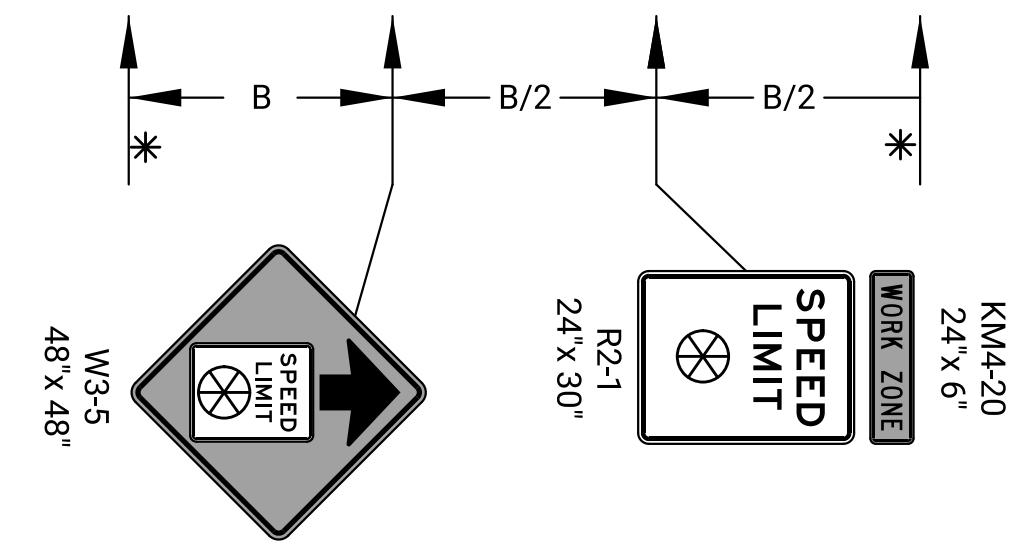
** Black on orange 24" x 30" chevron signs (W1-8) shall be mounted back to back on the outside edge of shoofly curves with a radius of 1000' or less at the spacing shown below. A minimum of 3 chevrons should be installed per curve.

Curve Radius	Max. Spacing
1000' - 800'	100'
800' - 450'	80'
Less than 450'	60'



DUAL SPEED DROP

* Add these signs in the sign sequence for dual speed drops. Adjust all other signs and pavement marking accordingly.



- Channelizing Device
- Type 3 Barricades
- Bi-Directional Temp. Raised Pavement Marker (Type I)
- ▭ Ahead, 1500 ft, or 1 mile
- ⊗ Speed to be determined by the Engineer
- Type "A" Low Intensity Warning Light

3				
2				
1	03/13/18	W24-1 usage changed to Should	R.W.B.	E.G.K.
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL
SHOOFLY DIVERSION**

TE736

DESIGNED	B.A.H.	DESIGNED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

KDOT Graphics Certified 03-29-2018

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Add the following to SECTION 805:

WORK ZONE TRAFFIC CONTROL AND SAFETY

Traffic Control Type: Flagger or Pilot Car

Provide, erect, and maintain all traffic control devices required by the Contract Documents according to the details shown on the applicable **Standard Plan Sheets: TE700, TE702, TE704, TE705, TE710, TE712, TE720, and TE730 or TE731.**

Traffic Control Type: Temporary Signals (To control two way traffic on one lane)

Provide, erect, and maintain all traffic control devices required by the Contract Documents according to the details shown on the applicable **Standard Plan Sheets: TE700, TE702, TE704, TE705, TE710, TE712, TE720, TE730 or TE731, TE732, TE733 and TE734.**

Traffic Control Type: 4 Lane Highway with Crossover and Head to Head Traffic

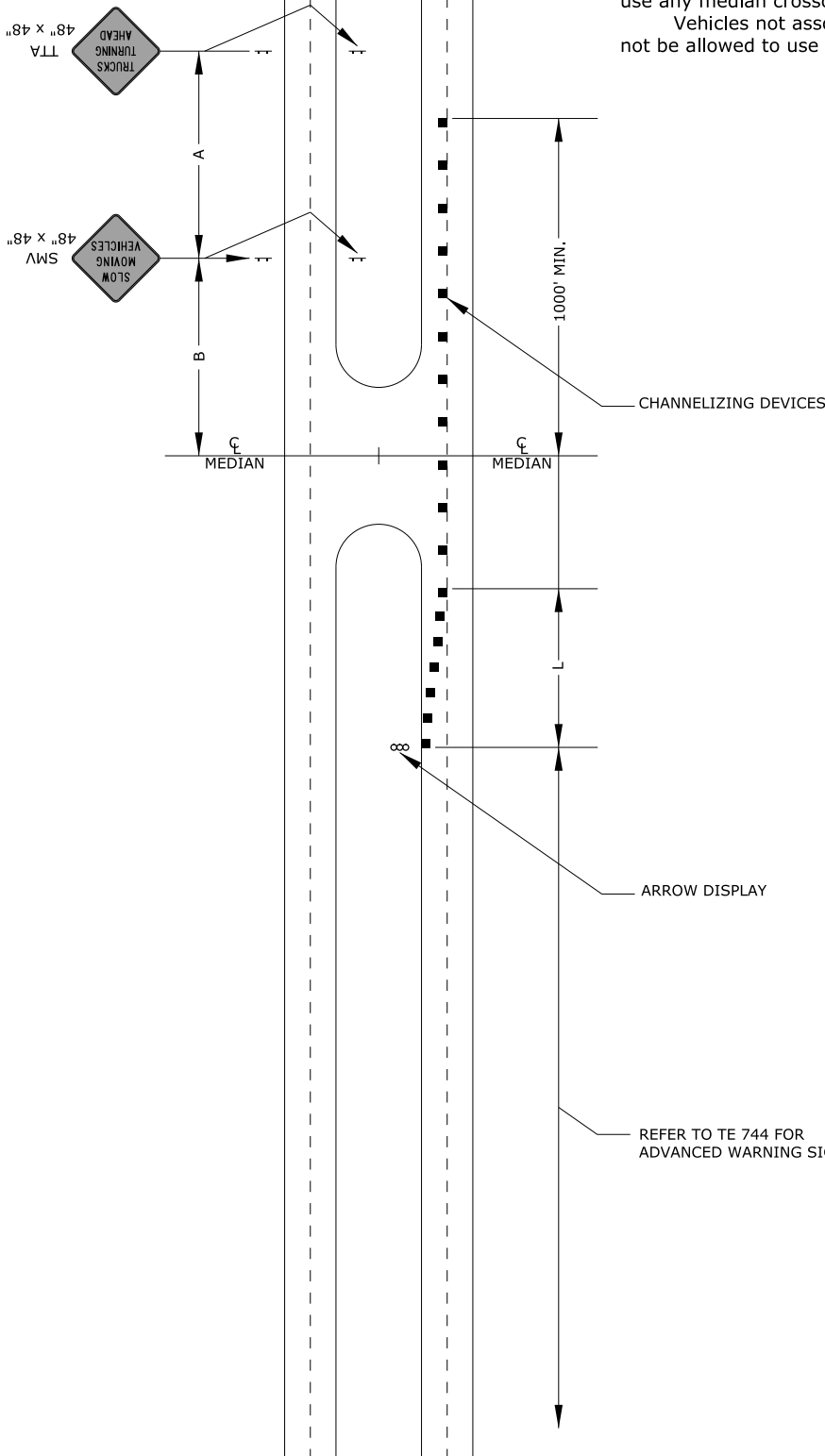
Provide, erect and maintain all traffic control devices required by the Contract Documents according to the details shown on the applicable **Standard Plan Sheets: TE700, TE702, TE704, TE705, TE710, TE712, TE722, TE744, and (TE740 or TE742) or TE748.**

Traffic Control Type: 4 Lane Highway with Construction Traffic Using Median Break

With the permission of the Engineer, construction equipment may use the median crossovers. Provide, erect and maintain all traffic control devices required for the median crossovers that complies with the attached sheet and the applicable **Standard Plan Sheets: TE700, TE702, TE704, TE710, and TE712** at no cost to the KDOT.

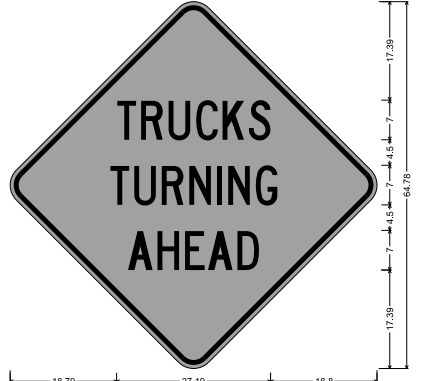
08-20-15 TST(KRE)
Oct-15 Letting

The selected crossover should not be within 1/2 mile of the advanced signing of the work.
 Contractor's construction equipment will not be allowed to use any median crossover within one mile of an interchange.
 Vehicles not associated with construction/maintenance shall not be allowed to use the crossover median.



48.00" across sides 3.75" Radius, 0.88" Border, 0.63" Indent, Black on Fluorescent orange;
 [SLOW] C; [MOVING] C; [VEHICLES] C;
 Table of distances between letter and object lefts.

S	L	O	V	E	H	I	C	L	E	S
22.16	5.30	4.68	5.23	5.25	22.16					
18.25	6.01	5.23	5.45	2.46	5.30	3.83	18.25			
14.34	5.45	4.68	5.30	2.46	5.01	4.68	4.69	3.82	14.35	



48.00" ACROSS SIDES 3.75" RADIUS, 0.88" BORDER, 0.63" INDENT, BLACK ON FLUORESCENT ORANGE;
 [TRUCKS] C; 70% SPACING; [TURNING] C; 70% SPACING;
 [AHEAD] C; 70% SPACING;
 Table of distances between letter and object lefts.

T	R	U	C	K	S	T	U	R	N	I	N	G	A	H	E	A	D
18.79	4.33	4.86	4.86	4.86	4.65	3.83	18.80										
17.58	4.33	4.86	4.86	4.86	2.02	4.86	3.82	17.59									
20.81	5.21	4.86	4.05	5.20	3.83	20.82											

- CHANNELIZING DEVICE
- ∞ ARROW DISPLAY
- TYPE "A" LOW INTENSITY WARNING LIGHT

3					KANSAS DEPARTMENT OF TRANSPORTATION
2					FHWA APPROVAL
1					APP'D Kristina Ericksen
NO.	DATE	REVISIONS	BY	APP'D	DESIGNED Robert Bartron

1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.

2) Minimum lane width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.

4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

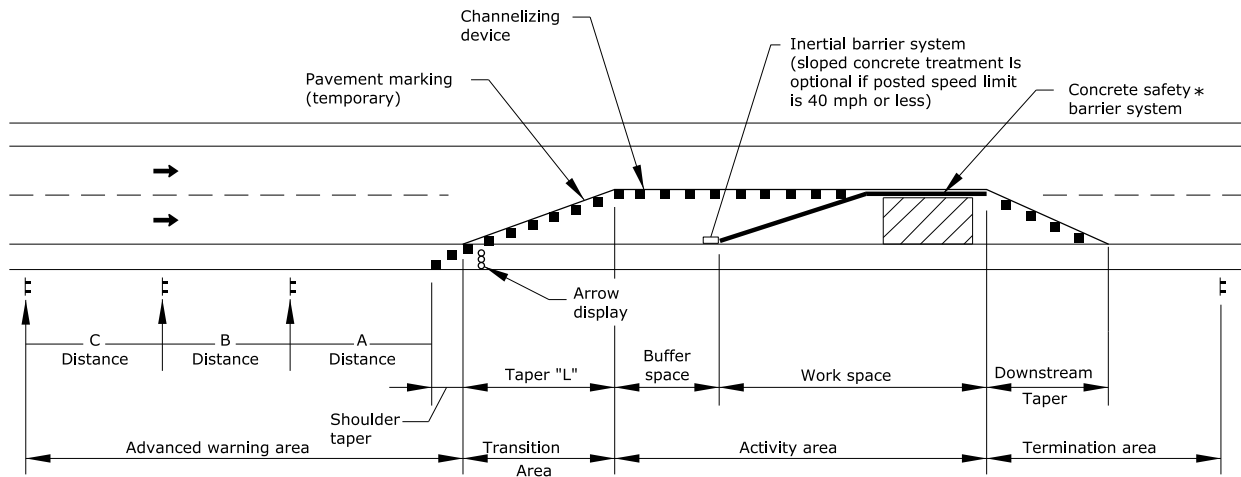
5) When the driving surface open to traffic is milled, is a temporary surface made of loose material, or when directed by the engineer use the W8-15 (Grooved Pavement) or W8-7(Loose Gravel) a "C" distance after the W20-1 (Road Work Ahead) on mainline approaches. Signs may be used with the W8-15p motorcycle plaque as directed by the engineer. Display signs in advance of the condition as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-0355 or 785-296-1183.

3					KANSAS DEPARTMENT OF TRANSPORTATION
2					FHWA APPROVAL 08/18/15
1	08/18/15	Channellizer spacing Info	R.W.B.	K.E.	APP'D Kristina Ericksen
NO.	DATE	REVISIONS	BY	APP'D	DESIGNED Robert Bartron

TRAFFIC CONTROL
GENERAL NOTES
TITLE LINE 3 (Data Field)

216 SHEET 1 of 2
TE700



TYPICAL WORK ZONE COMPONENTS

* When concrete barrier system is used, portable channelizing devices are not needed along the tangent barrier section.

Minimum advance warning sign spacing (in feet):

SPEED (MPH) *	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	350	350	350
RURAL (55 MPH OR LOWER)	500	500	500
RURAL (60 MPH OR HIGHER)	750	750	750
EXPRESSWAY/FREEWAY	1000	1500	2640

* Posted speed prior to work starting
 The minimum spacing between signs shall be no less than 100', unless directed by the engineer.
 The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Taper Formulas:

$L = WS$ for speeds of 45 MPH or more

$L = WS^2/60$ for speeds of 40 MPH or less

Where: L = Minimum length of taper in feet
 S = Numerical value of posted speed prior to work starting in MPH
 W = Width in offset feet

Shifting taper = $1/2 L$
 Shoulder taper = $1/3 L$

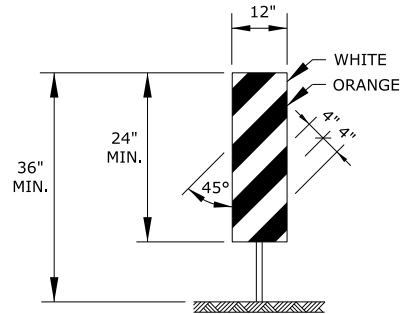
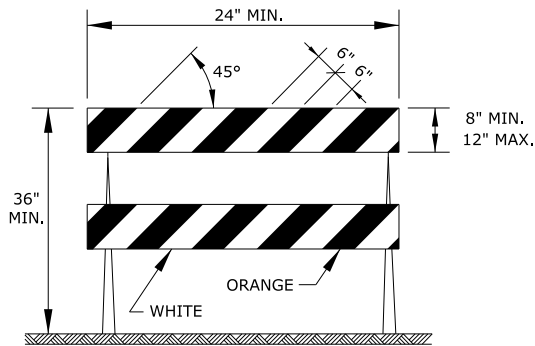
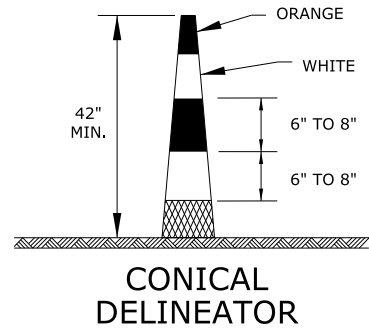
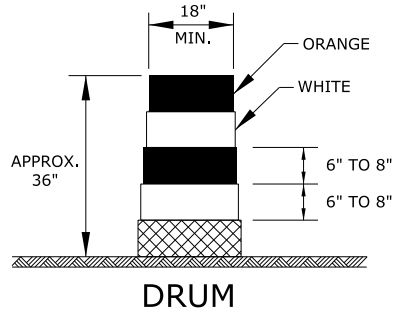
Channelizer placement:

- (1) The spacing between devices in transition area (taper) should not exceed a distance in feet equal to $1/2$ the posted speed limit in mph prior to work starting.
- (2) The spacing between devices in the advanced warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.
- (3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
- (4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
- (5) Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

Buffer Space

SPEED (MPH) *	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730	820

* Posted speed prior to work starting
 Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.
 If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space.
 See typical work zone components above.



TYPE 2 BARRICADE

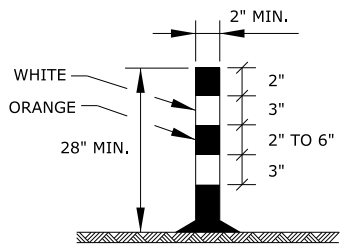
For rails less than 36" long, 4" wide stripes may be used. All stripes shall slope downward to the traffic side for channelization.

VERTICAL PANEL

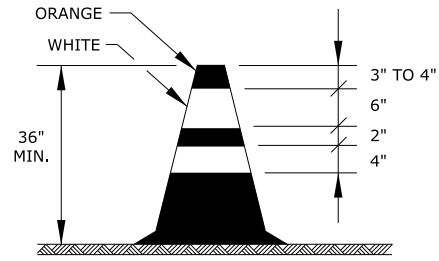
The stripes shall slope downward to the traffic side for channelization.

ITEM		LOCATION	Cross-overs	Shoofly Divisions	Tangents	Tapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores
PORTABLE	Drums		Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Conical Delineators		Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Vertical Panels		(2)	(2)	(2)	(2)	(2)	(1,2)	YES	(2)	(2)
	Direction Indicator Barricade		NO	NO	NO	Yes	NO	NO	NO	NO	NO
	Type 2 Barricade		(2)	(2)	(2)	(2)	NO	NO	Yes	NO	NO
	Traffic Cones		NO	NO	(4)	(4)	(4)	NO	(4)	(4)	(4)
FIXED											
	Tubular Markers		(3)	(3)	(3)	NO	(3)	Yes	NO	Yes	Yes
	Vertical Panels		(3)	(3)	(3)	(3)	(3)	(3)	Yes	(2,3)	(2)

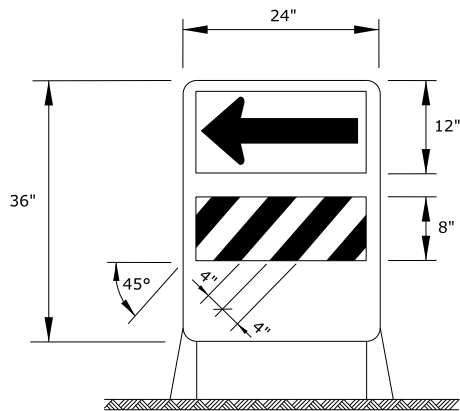
- (1) Not allowed on centerline delineation along freeways or expressways.
- (2) The stripes shall slope downward to the traffic side for channelization.
- (3) May be used upon the approval of the engineer.
- (4) Daytime operations only.



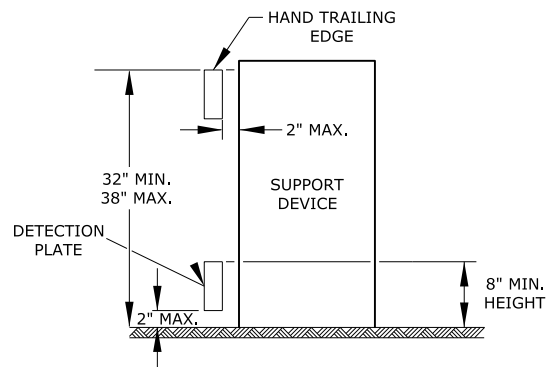
TUBULAR MARKER
Striping as shown for up to 42".



TRAFFIC CONE



DIRECTION INDICATOR BARRICADE
stripes shall slope downward in the direction traffic is to pass.
direction indicator barricade shall be used in series to direct motorist into the intended lane of travel.



PEDESTRIAN CHANNELIZER

1. Support device shall not project beyond the detection plate into the pathway.
2. Hand trailing edges and detection plates are optional for continuous walls.
3. Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
4. Alternate pathways shall be firm, stable, and slip resistant.
5. Treat height differentials > 1/2" in the surfaces of alternate paths with a firm, stable, and slip resistant temporary ramp having a slope of 12:1 or flatter and having a width equal to the alternate path.
6. Use alternating orange/white on interconnected devices.

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Note: Signs shown for one approach to work zone.

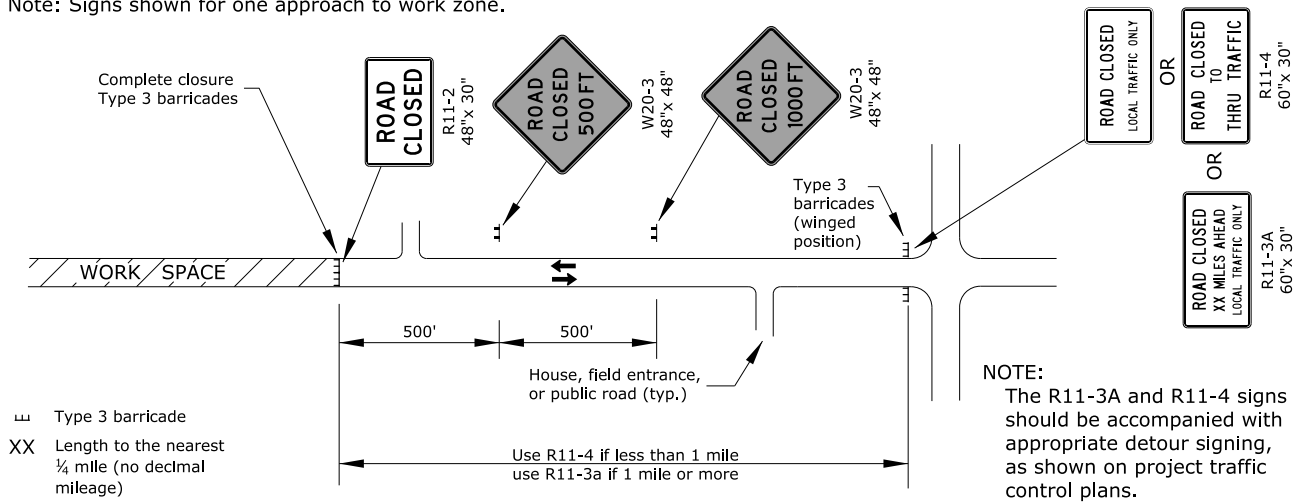


FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE (MAINLINE OR SIDE ROAD)

Note: Sign shown for one approach to intersection (work zone).

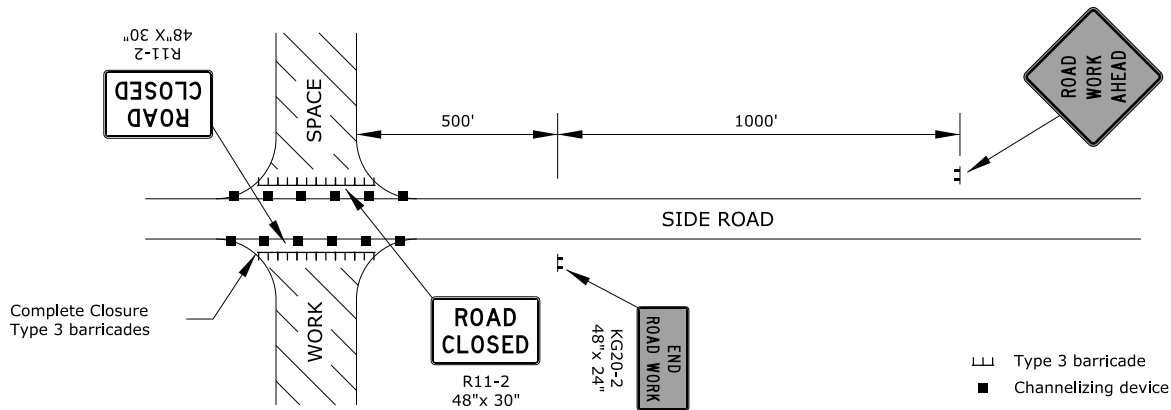


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

Note: Signs shown for one approach to work zone.

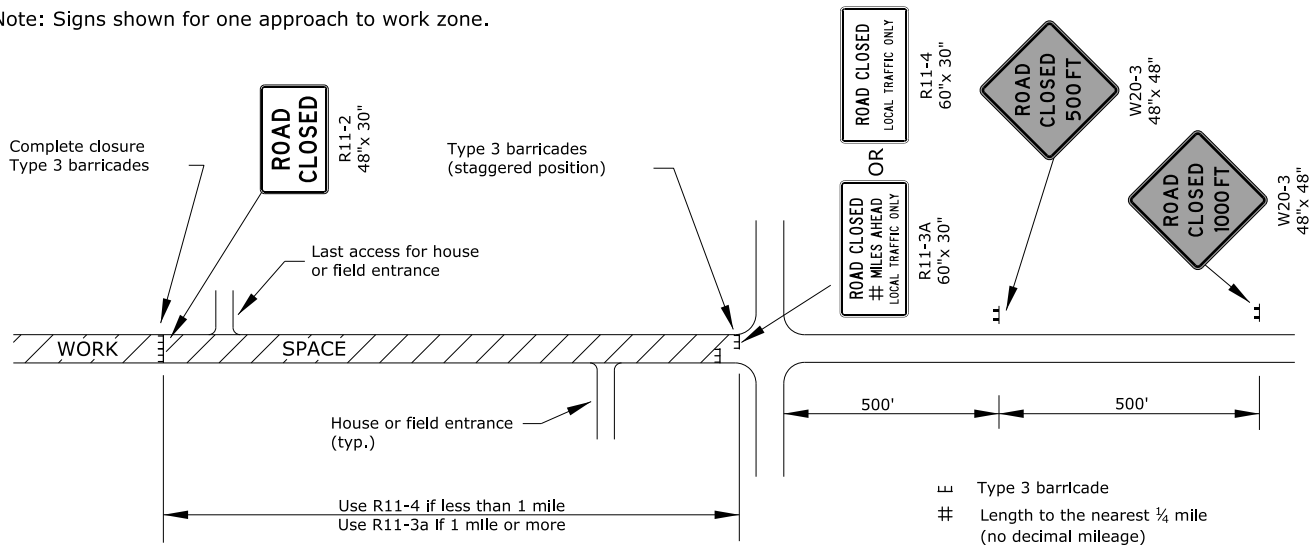


FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS

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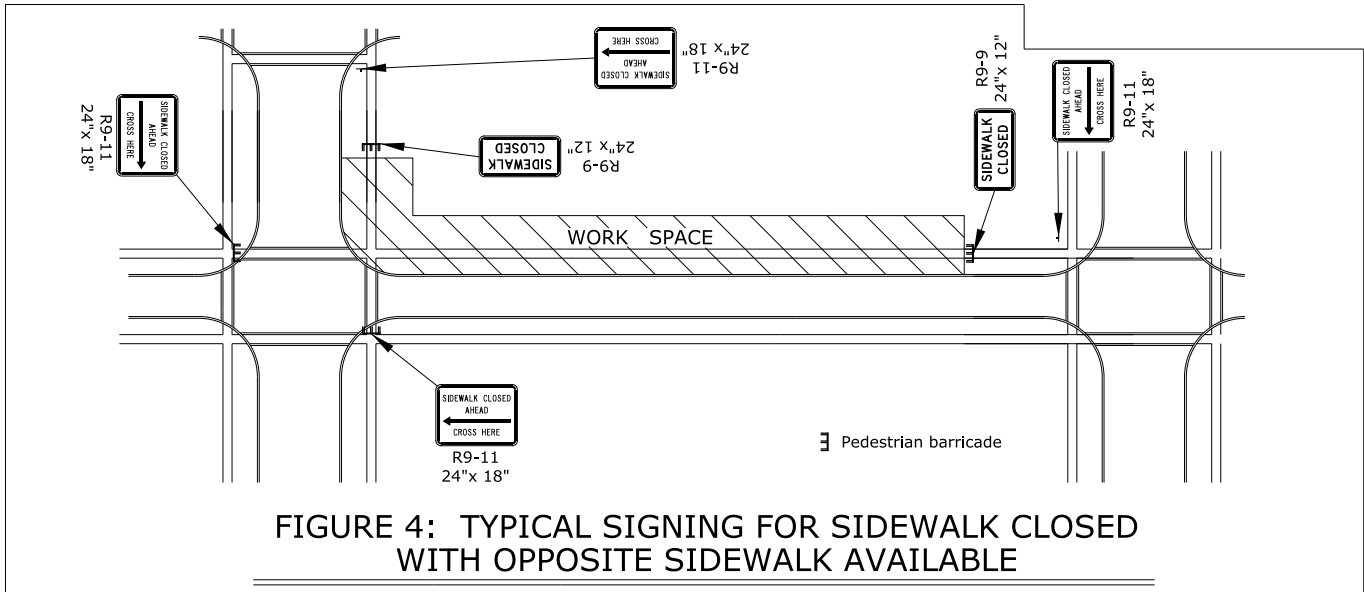
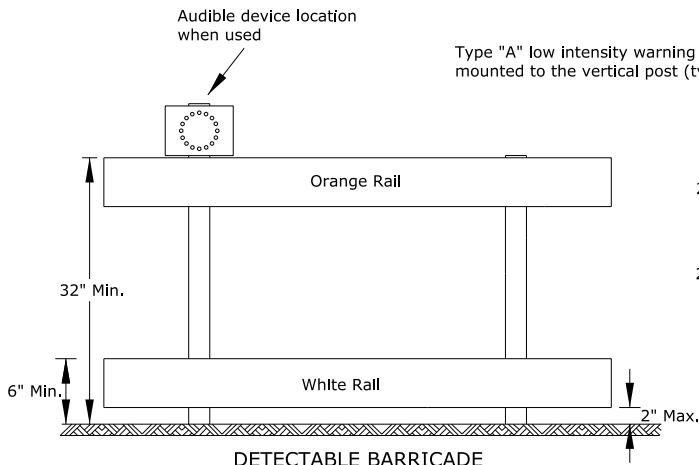
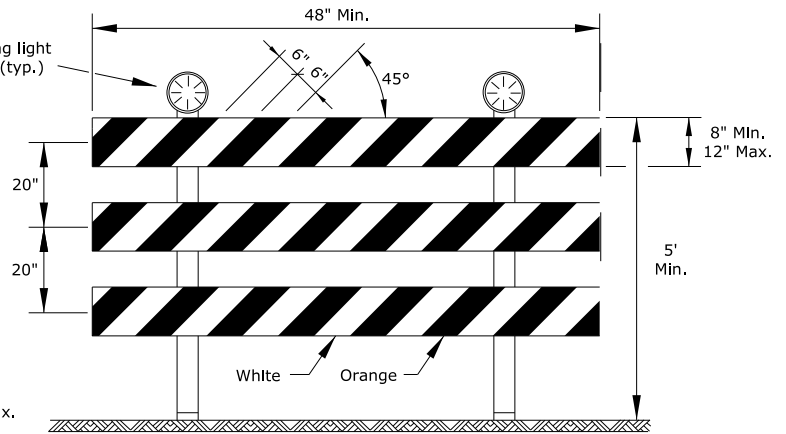


FIGURE 4: TYPICAL SIGNING FOR SIDEWALK CLOSED WITH OPPOSITE SIDEWALK AVAILABLE



DETECTABLE BARRICADE

1. Support device shall not project beyond the detection plate into the pathway.
2. Barricades shall be used to close the entire width of the pathway.
3. Do not use warning lights on pedestrian barricades.
4. Do not use warning lights on audible devices.



TYPE 3 BARRICADE WITH LIGHTS

Approved signs mounted on Type 3 barricades should not cover more than 50% of the top two rails or 33% of the total area of the three rails.

When barricades are placed end-to-end or staggered, a Type "A" low intensity warning light shall be mounted to the vertical post near each outside corner of the end barricades.

ROAD CLOSED GENERAL NOTES

As shown in Figure 1, at the point where thru traffic must detour and local traffic can proceed to the location where the roadway is completely closed, the R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) or R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC) sign shall be used with Type 3 barricades (winged position), placed on the shoulders of roadway.

As shown in Figure 3, when local traffic must be allowed access into the work zone, Type 3 barricades shall be longitudinally staggered to maintain the appearance of a closed roadway. A second line of end-to-end Type 3 barricades shall be placed just beyond the last access point in the work zone, to completely close the roadway.

The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.

The R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is 1 mile or greater.

The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.

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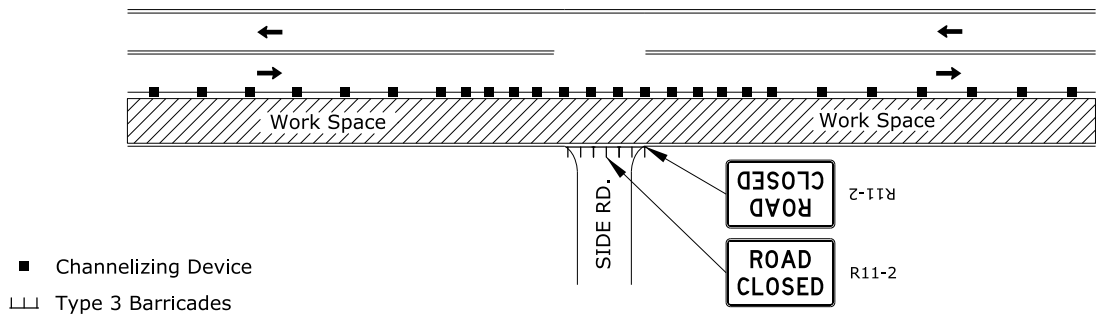


FIGURE 1: SIDE ROAD OR ENTRANCE CLOSED THROUGH WORK AREA

- Channelizing Device
- ▨ Type 3 Barricades

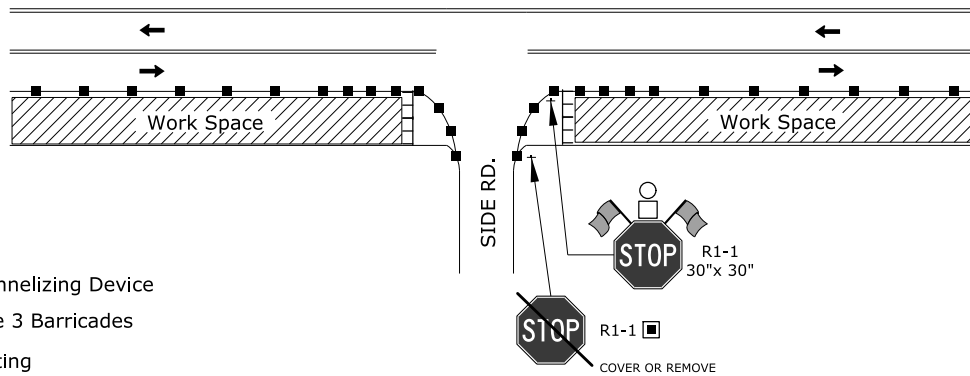


FIGURE 2: SIDE ROAD OR ENTRANCE OPEN THROUGH WORK AREA

- Channelizing Device
- ▨ Type 3 Barricades
- Existing

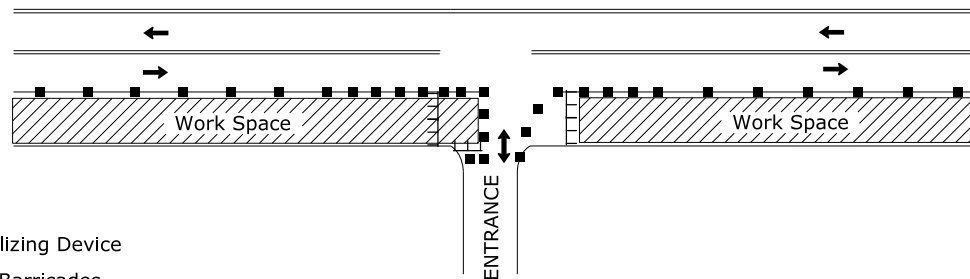
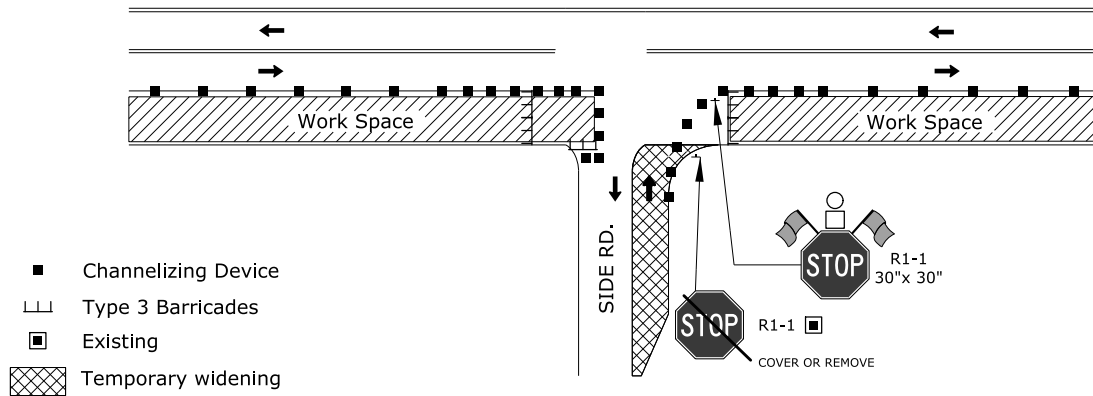


FIGURE 3: LOW VOLUME ENTRANCE CONSTRUCTED HALF AT A TIME

Note: Consider large vehicles making right turns into and out of entrance and use figure 4 as needed

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**FIGURE 4: SIDE ROAD OR ENTRANCE CONSTRUCTED HALF AT A TIME:
TWO WAY TRAFFIC REQUIRED**

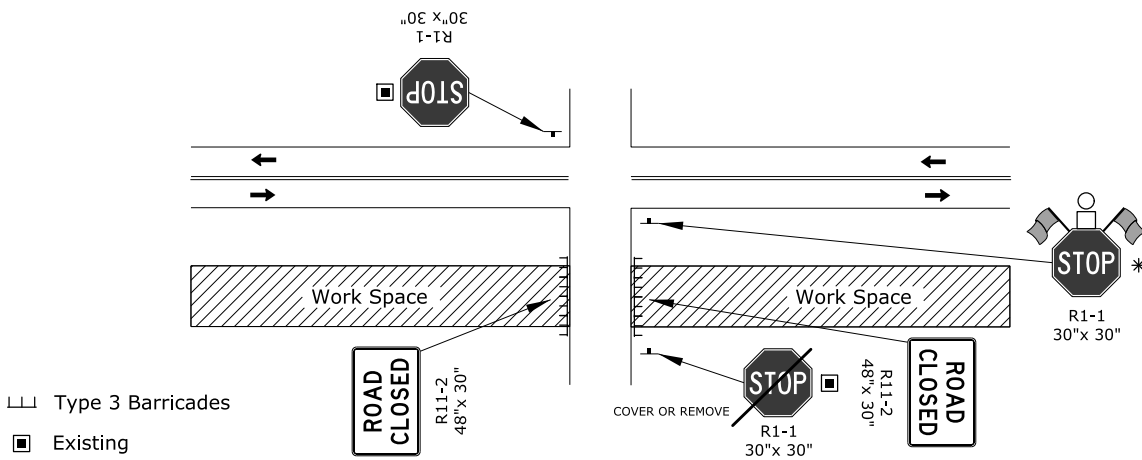










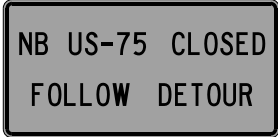
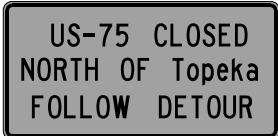


FIGURE 5: SIDE ROAD OPEN THROUGH WORK AREA ON DIVIDED ROADWAY

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SIGN LAYOUT INFORMATION

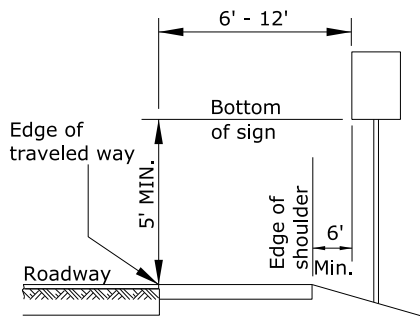
 END ROAD WORK KG20-2	<u>STD. SIZE</u> <u>EXPWY/FREEWAY</u> 6" C 48"x 24"	 GROOVED PAVEMENT W8-15	<u>STD. SIZE</u> <u>EXPWY/FREEWAY</u> 8" D 48"x 48"						
 WAIT FOR PILOT CAR KG20-5	<u>STD. SIZE</u> <u>EXPWY/FREEWAY</u> 6" C 48"x 24"	 LOOSE GRAVEL W8-7	<u>STD. SIZE</u> <u>EXPWY/FREEWAY</u> 8" D 48"x 48"						
 WORK ZONE KM4-20	<table border="0" style="margin: auto;"> <tr> <td><u>STD. SIZE</u></td> <td><u>EXPWY/FREEWAY</u></td> </tr> <tr> <td>3" C</td> <td>6" C</td> </tr> <tr> <td>24"x 6"</td> <td>48"x 12"</td> </tr> </table>	<u>STD. SIZE</u>	<u>EXPWY/FREEWAY</u>	3" C	6" C	24"x 6"	48"x 12"	 W8-15p	<u>STD. SIZE</u> <u>EXPWY/FREEWAY</u> 30"x 24"
<u>STD. SIZE</u>	<u>EXPWY/FREEWAY</u>								
3" C	6" C								
24"x 6"	48"x 12"								
 NEXT X MILES W7-3a	Mileage to be determined by the engineer.	 UNEVEN LANES W8-11	<u>STD. SIZE</u> <u>EXPWY/FREEWAY</u> 8" D 48"x 48"						
 SHOULDER DROP-OFF W8-17P (OPTIONAL)	<u>STD. SIZE</u> <u>EXPWY/FREEWAY</u> 30"x 24"	 W8-17	<u>STD. SIZE</u> <u>EXPWY/FREEWAY</u> 48"x 48"						
 NB US-75 CLOSED FOLLOW DETOUR SP-01 (SPECIAL SIGN)	<table border="0" style="margin: auto;"> <tr> <td><u>STD. SIZE</u></td> <td><u>EXPWY/FREEWAY</u></td> </tr> <tr> <td>6" C</td> <td>10" D</td> </tr> </table>	<u>STD. SIZE</u>	<u>EXPWY/FREEWAY</u>	6" C	10" D				
<u>STD. SIZE</u>	<u>EXPWY/FREEWAY</u>								
6" C	10" D								
 US-75 CLOSED NORTH OF Topeka FOLLOW DETOUR SP-02 (SPECIAL SIGN)	<table border="0" style="margin: auto;"> <tr> <td><u>STD. SIZE</u></td> <td><u>EXPWY/FREEWAY</u></td> </tr> <tr> <td>UPPERCASE: 6" C</td> <td>UPPERCASE: 10" D</td> </tr> <tr> <td>LOWERCASE: 4.5" C</td> <td>LOWERCASE: 8" D</td> </tr> </table>	<u>STD. SIZE</u>	<u>EXPWY/FREEWAY</u>	UPPERCASE: 6" C	UPPERCASE: 10" D	LOWERCASE: 4.5" C	LOWERCASE: 8" D		
<u>STD. SIZE</u>	<u>EXPWY/FREEWAY</u>								
UPPERCASE: 6" C	UPPERCASE: 10" D								
LOWERCASE: 4.5" C	LOWERCASE: 8" D								

ALL CITY NAMES AND STREET NAMES ON SPECIAL SIGNS AND DESTINATION SIGNS
MUST HAVE UPPER AND LOWER CASE LETTERS.

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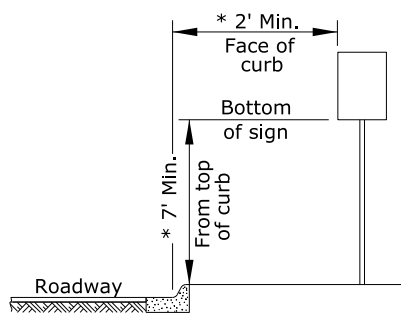
TRAFFIC CONTROL
SIGN INFORMATION
TITLE LINE 3 (Data Field)

224 SHEET 1 of 3
TE710



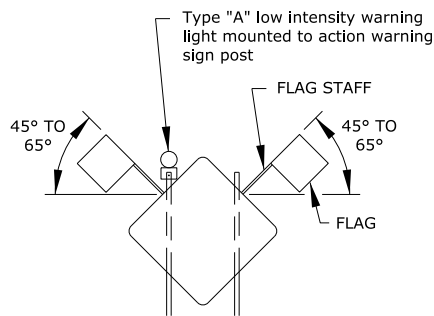
Rural

- 1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.
- 2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- 3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.



Urban

- 1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.
- 2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.
- 3) Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.
- 4) The height from of the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.
- 5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- * 6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.

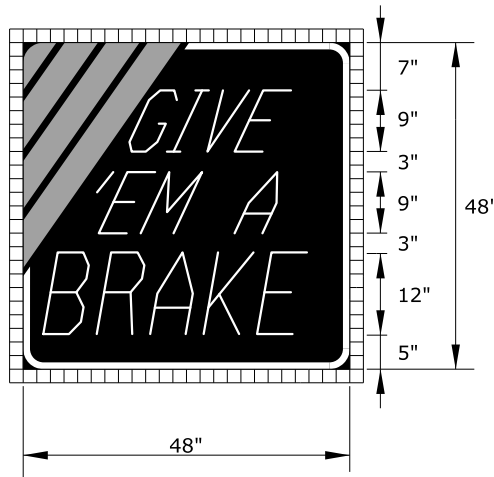


When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

In the case of hitting rock when driving posts

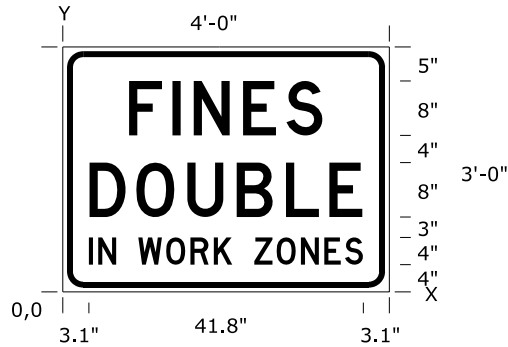
1. Shift the sign location. Do not violate minimum sign spacing.
2. With the engineer's approval, use acceptable alternative sign stands.

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KI-104a

SIGN NUMBER	GIVE EM A BRAKE
WIDTH x HEIGHT	4'-0" x 4'-0"
BORDER WIDTH	1.0"
CORNER RADIUS	4.0"
STRIPE WIDTH	3.0"
MOUNTING	GROUND
BACKGROUND	TYPE: NON-REFLECTIVE COLOR: BLACK
LEGEND/BORDER	TYPE: REFLECTIVE COLOR: WHITE
LEGEND FONT	DUTCH 801 ROMAN SWC 25 DEGREE SLANT
STRIPES	TYPE: REFLECTIVE COLOR: ORANGE



KI-105a

SIGN NUMBER	FINES DOUBLE
WIDTH x HEIGHT	4'-0" x 3'-0"
BORDER WIDTH	0.9"
CORNER RADIUS	3.0"
MOUNTING	GROUND
BACKGROUND	TYPE: REFLECTIVE COLOR: WHITE
LEGEND/BORDER	TYPE: NON-REFLECTIVE COLOR: BLACK

DIMENSIONS IN INCHES

SPACINGS ARE TO START OF NEXT LETTER

Y FONT	LETTER SPACINGS													HT LEN				
23.0 D	F	I	N	E	S													8.0 28.6
11.0 D	D	O	U	B	L	E												8.0 40.3
4.0 D	I	N	W	O	R	K	Z	O	N	E	S							4.0 41.8

Notes:

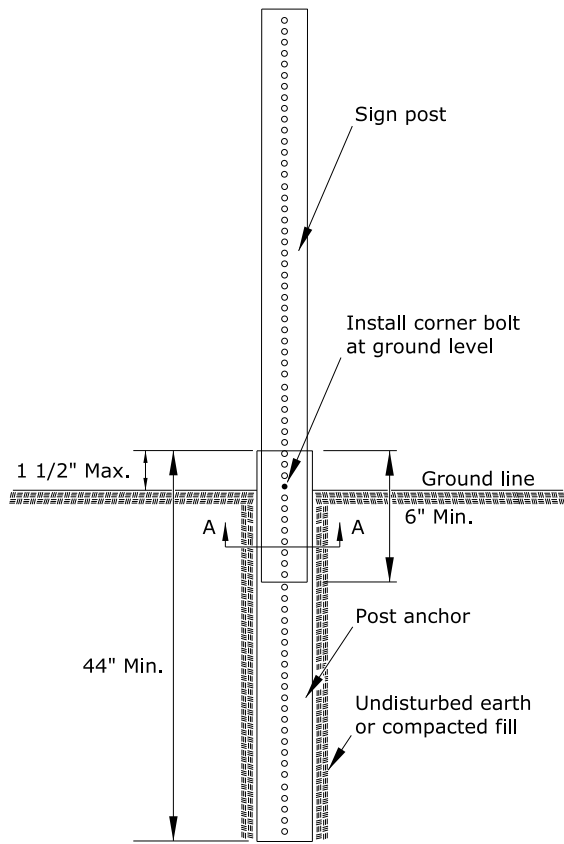
Typically, there are two sets of informational signs installed per project: one for each direction of traffic.

Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.

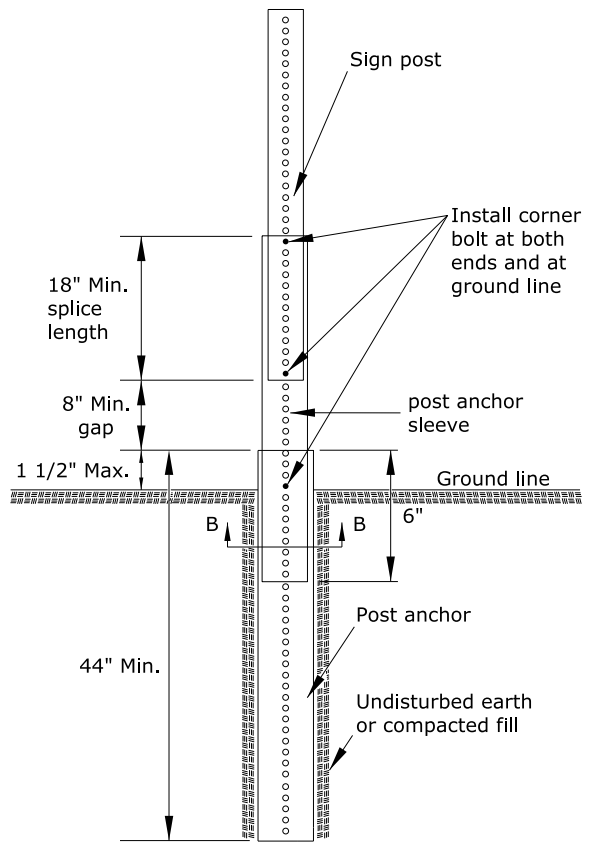
The informational signs are not to interfere with the traffic control signs for the project.

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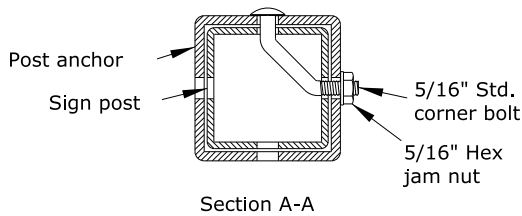
Perforated square steel tube (P.S.S.T.) post setup



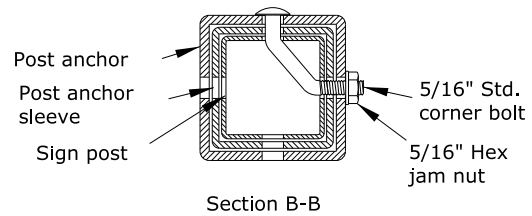
P.S.S.T. detail



Telescoping P.S.S.T. detail



Section A-A

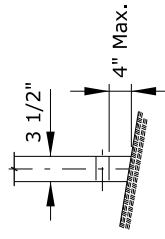
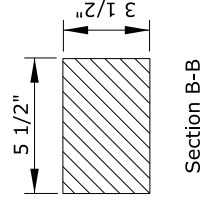
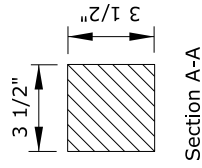
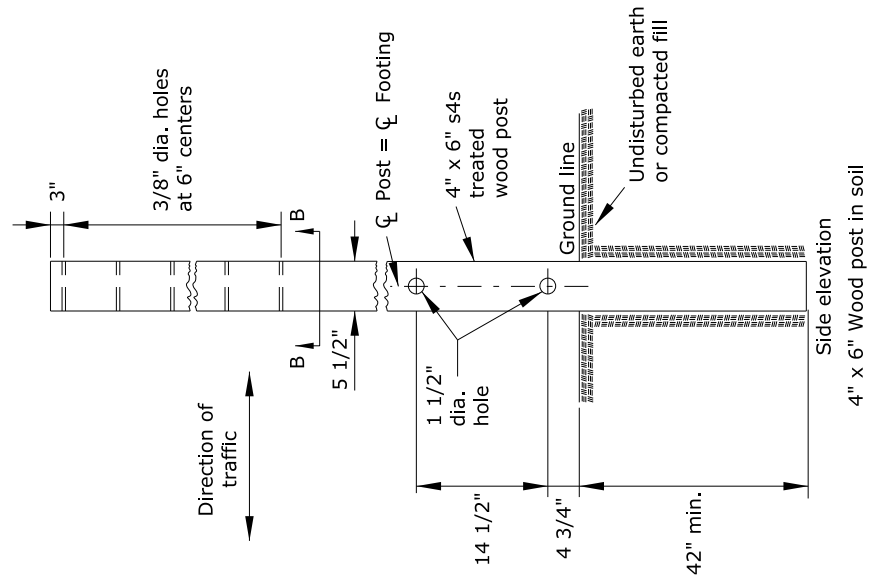
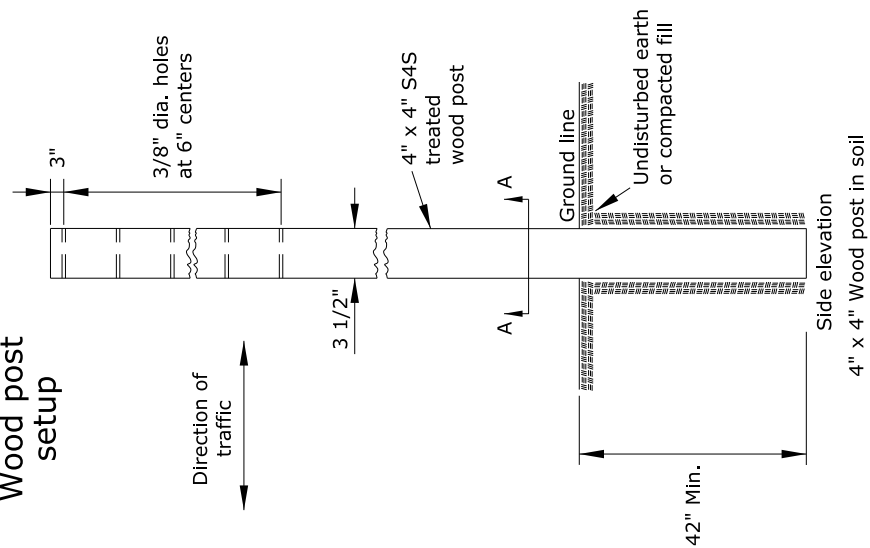


Section B-B

Details for 2", 2 1/4", or 2 1/2" sign posts
Place bolts in the same corner along each sign post.

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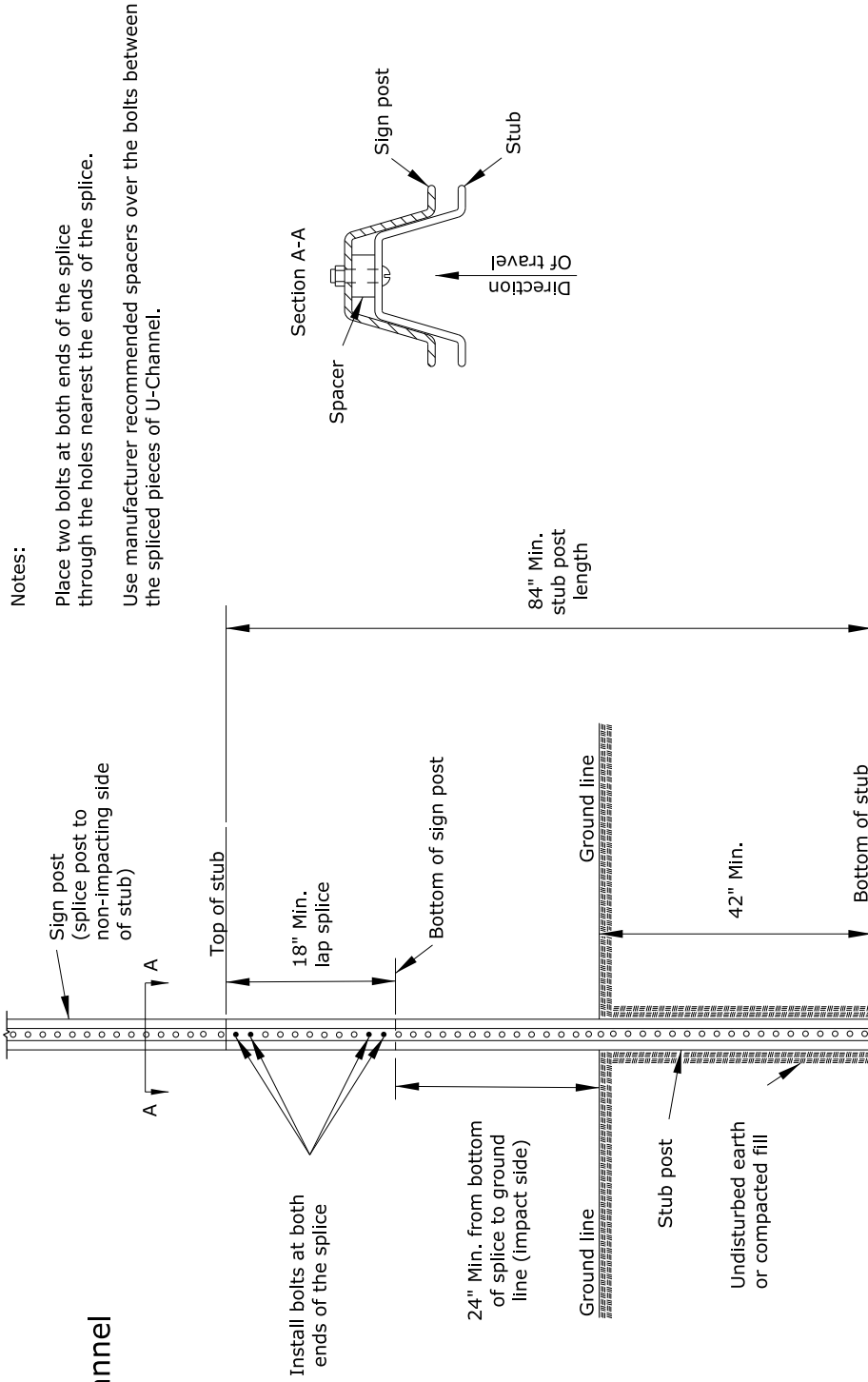
Wood post setup



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TRAFFIC CONTROL
SIGN POSTS
TITLE LINE 3 (Data Field)

3 lb/f U-Channel setup



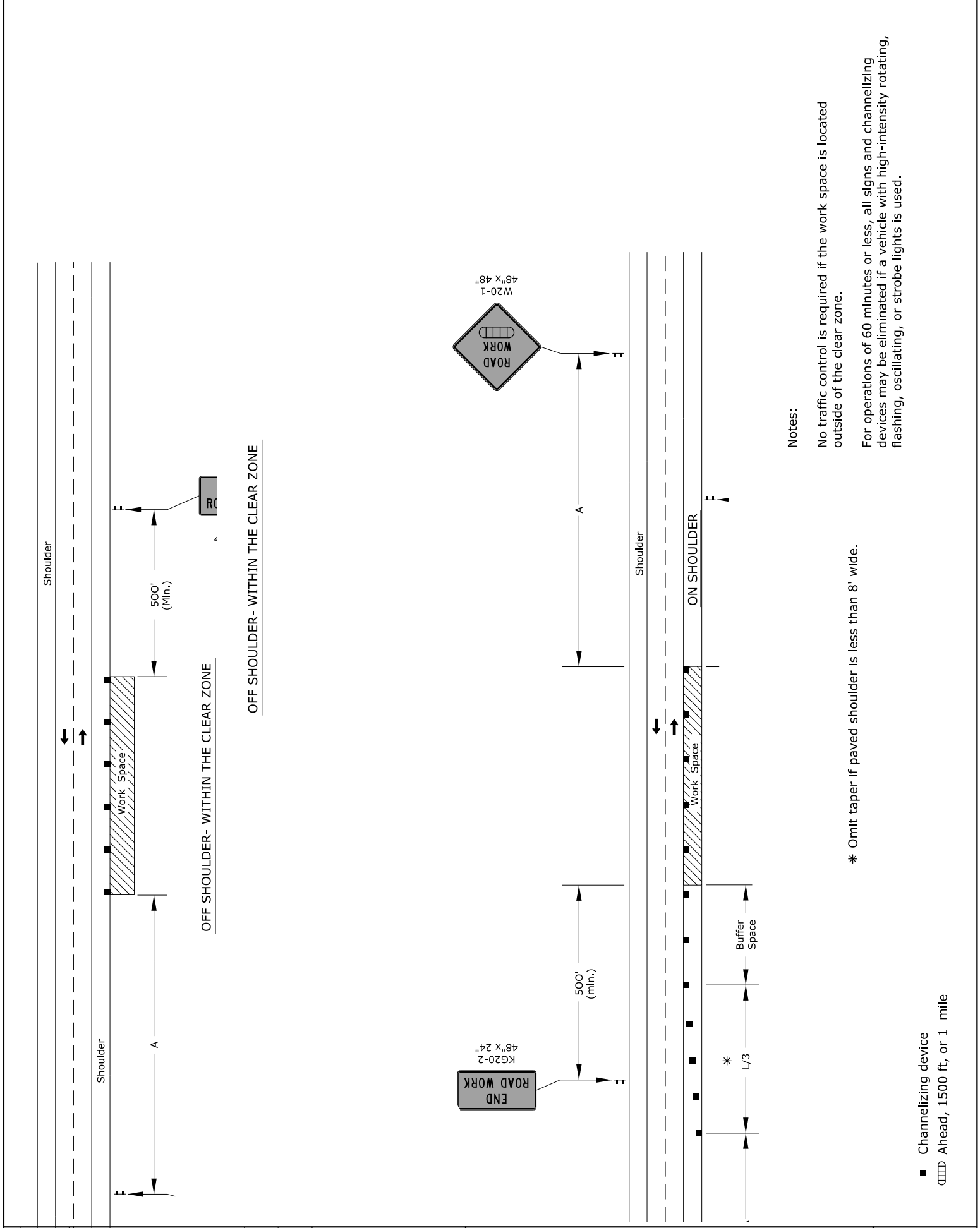
Notes:

Place two bolts at both ends of the splice through the holes nearest the ends of the splice.
 Use manufacturer recommended spacers over the bolts between the spliced pieces of U-Channel.

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TRAFFIC CONTROL
 SIGN POSTS
 TITLE LINE 3 (Data Field)



OFF SHOULDER- WITHIN THE CLEAR ZONE

OFF SHOULDER- WITHIN THE CLEAR ZONE

Notes:

No traffic control is required if the work space is located outside of the clear zone.

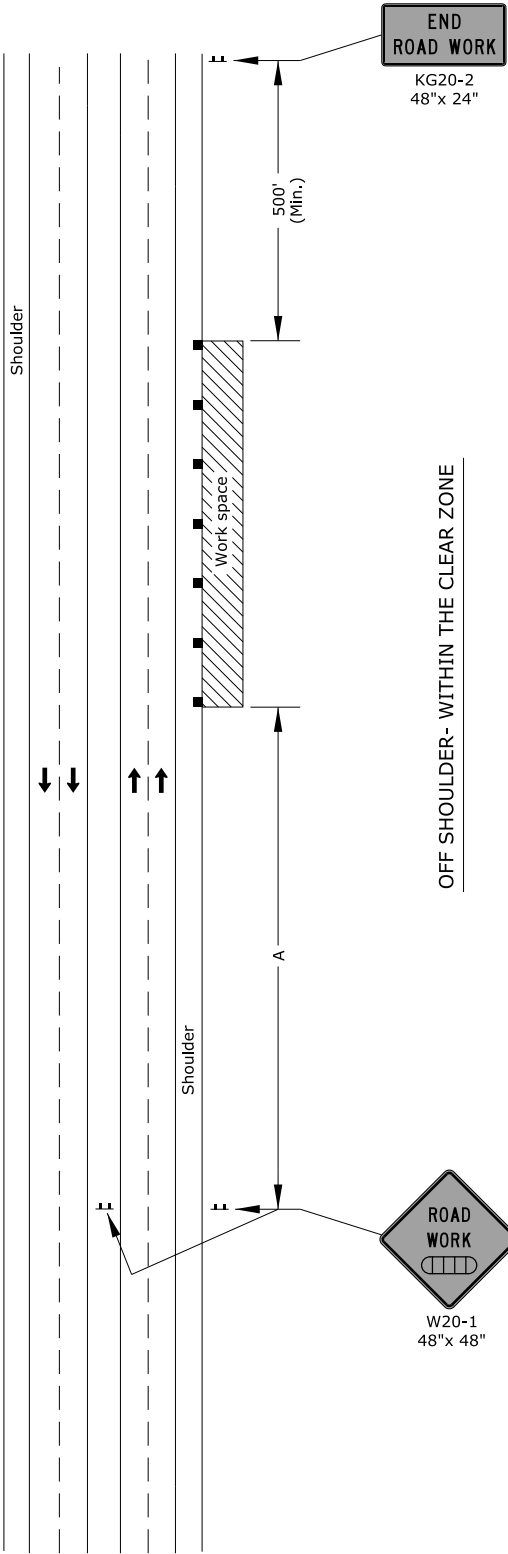
* Omit taper if paved shoulder is less than 8' wide.

For operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with high-intensity rotating, flashing, oscillating, or strobe lights is used.

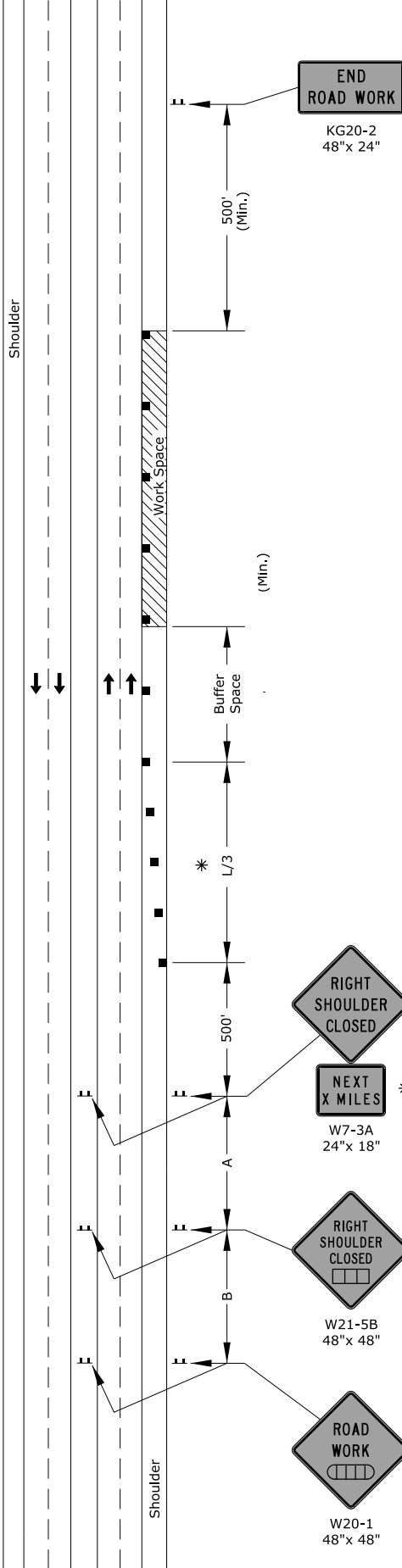
- Channelizing device
- ▨ Ahead, 1500 ft, or 1 mile

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TRAFFIC CONTROL
SHOULDER WORK
UNDIVIDED HIGHWAY



OFF SHOULDER- WITHIN THE CLEAR ZONE



Notes:

For work in the median, install signs and channelizing devices for each direction of traffic according to the applicable typical drawing.

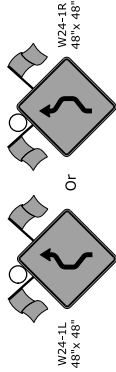
No traffic control is required if the work space is located outside of the clear zone.

For operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with a high-intensity rotating, flashing, oscillating, or strobe light is used.

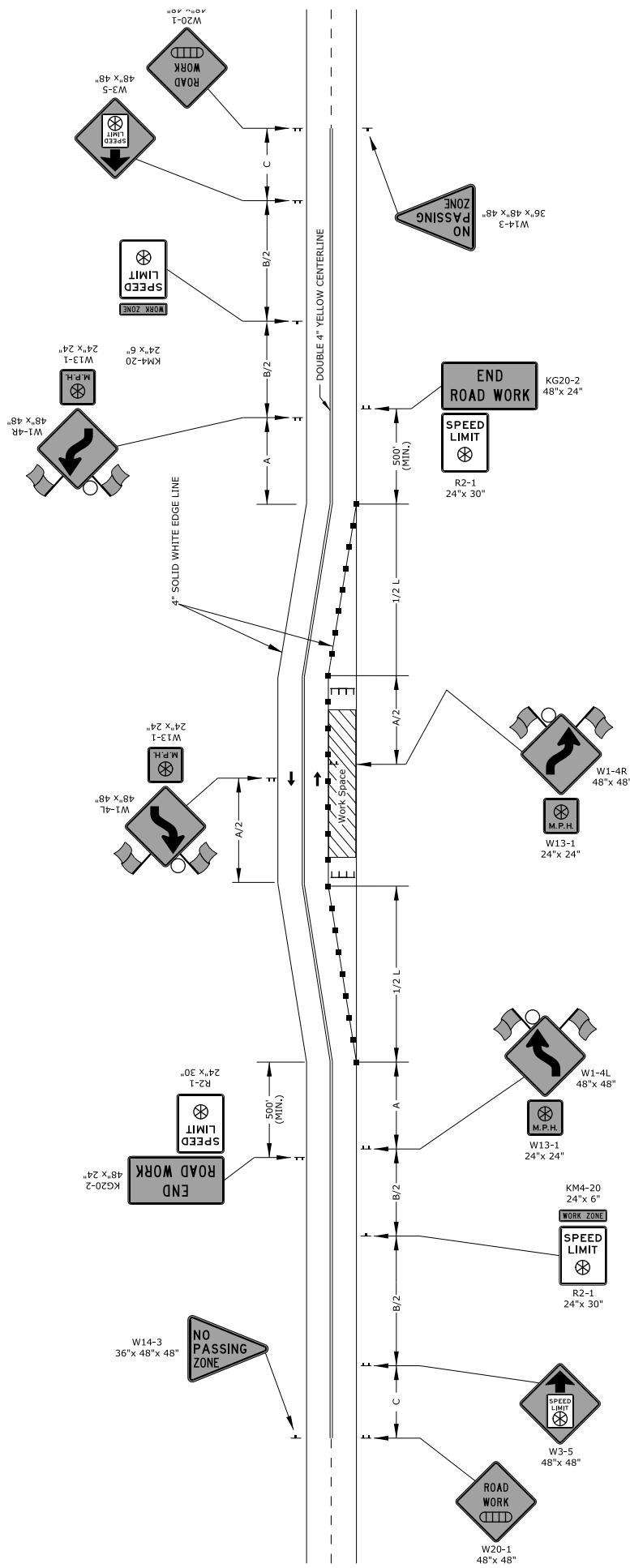
- * Omit taper if paved shoulder is less than 8' wide.
- ** Eliminate W7-3A if shoulder is closed for less than 2 miles.

- X Length to the nearest whole mile
- Channelizing device
- Ahead, 1500 ft, or 1 mile
- Ahead, 1000 ft, 1500 ft or 1/2 mile

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One W24-1 may be used per approach where the tangent distance between two reverse curves is less than 600 ft. If used, use in place of the first W1-4 and eliminate the second.



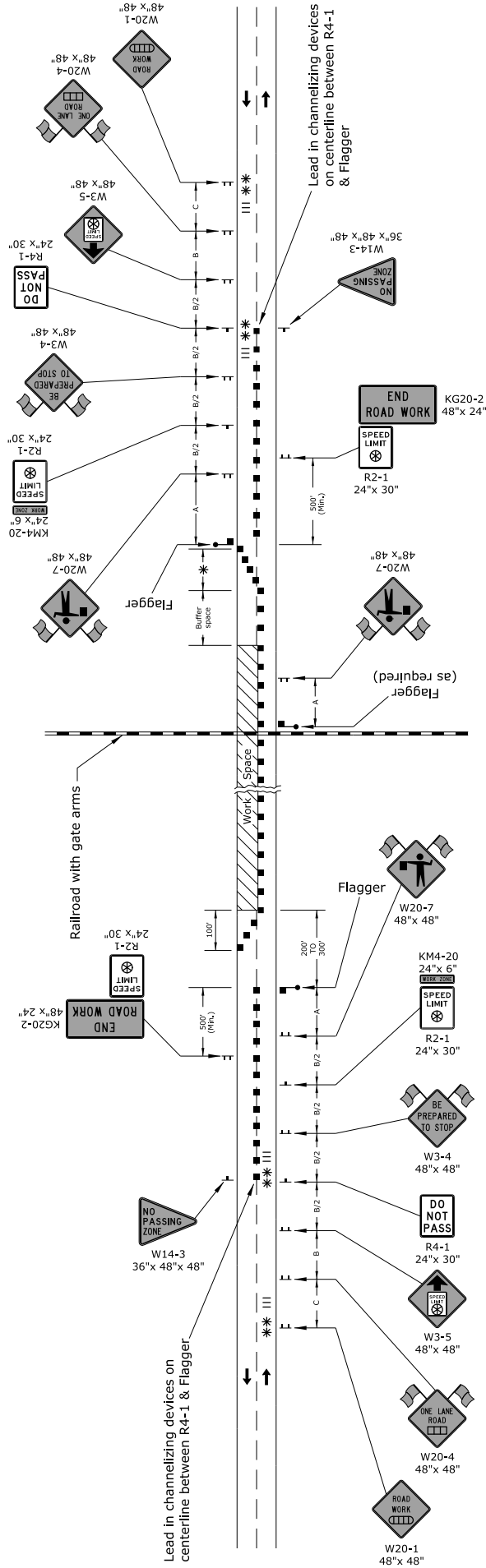
- Channelizing device
- Type 3 barricades
- ⊗ Ahead, 1500 ft, or 1 mile
- Speed to be determined by the Engineer
- Type "A" low intensity warning light

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TRAFFIC CONTROL
LANE SHIFT
TITLE LINE 3 (Data Field)

USE TE731 FOR FLAGGER OR PILOT CAR ON ROADWAYS WITH CONCRETE SHOULDERS GREATER THAN 8 FT.

FLAGGER



Notes:

Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.

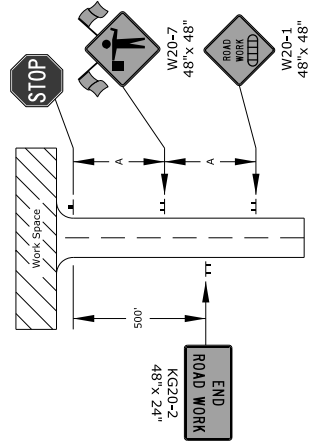
Place a Flagger at all highway and major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

Existing signs shall not be covered or removed between Flagger stations.

Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

* Minimum six (6) channelizers spaced at 20' intervals.

** Optional rumble strips may be placed: One set between the W20-1 and W20-4, and one set between the R4-1 and W3-4, on each approach.



- Channelizing device
- ▨ Ahead, 1500 ft, or 1 mile
- ▧ Ahead, 1000 ft, 1500 ft, or 1/2 mile
- ⊗ Speed to be determined by the Engineer
- Type "A" low intensity warning light
- ||| Temporary portable rumble strips

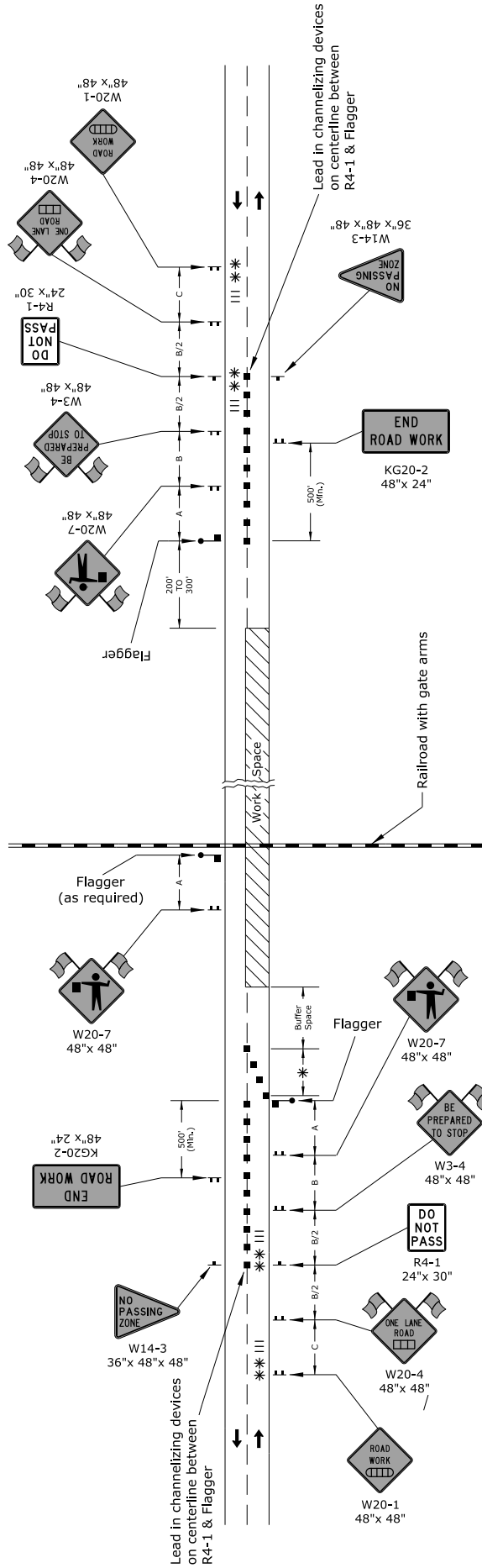
NO.	DATE	REVISIONS	BY	APP'D	DESIGNED
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KANSAS DEPARTMENT OF TRANSPORTATION					
FHWA APPROVAL 06/01/15					
APP'D Kristina Ericksen					
DESIGNED Robert Bartron					

TRAFFIC CONTROL
FLAGGER OR PILOT CAR
TITLE LINE 3 (Data Field)

USE TE731 FOR FLAGGER OR PILOT CAR ON ROADWAYS WITH CONCRETE SHOULDERS GREATER THAN 8 FT.

FLAGGER AND PILOT CAR

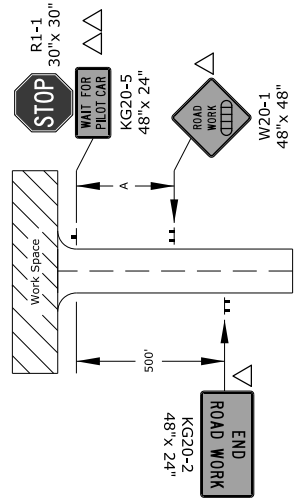


△ Not required on substantial maintenance projects (1R).

△△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6" below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

Typical signing for a minor side road approach to work space



* Minimum six (6) channelizers spaced at 20' intervals.

** Optional rumble strips may be placed: One set between the W20-1 and W20-4, and one set between the R4-1 and W3-4, on each approach.

Notes:

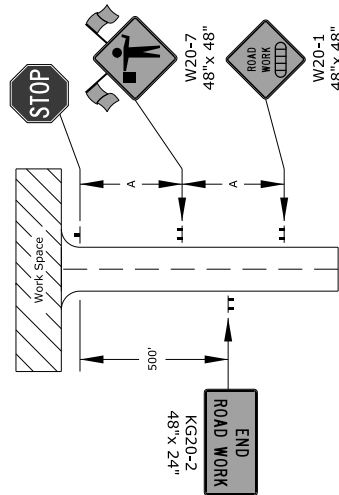
Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.

Place a Flagger at all highway and major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

Existing signs shall not be covered or removed between Flagger stations.

Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

Typical signing for highway or major collector approach to work space

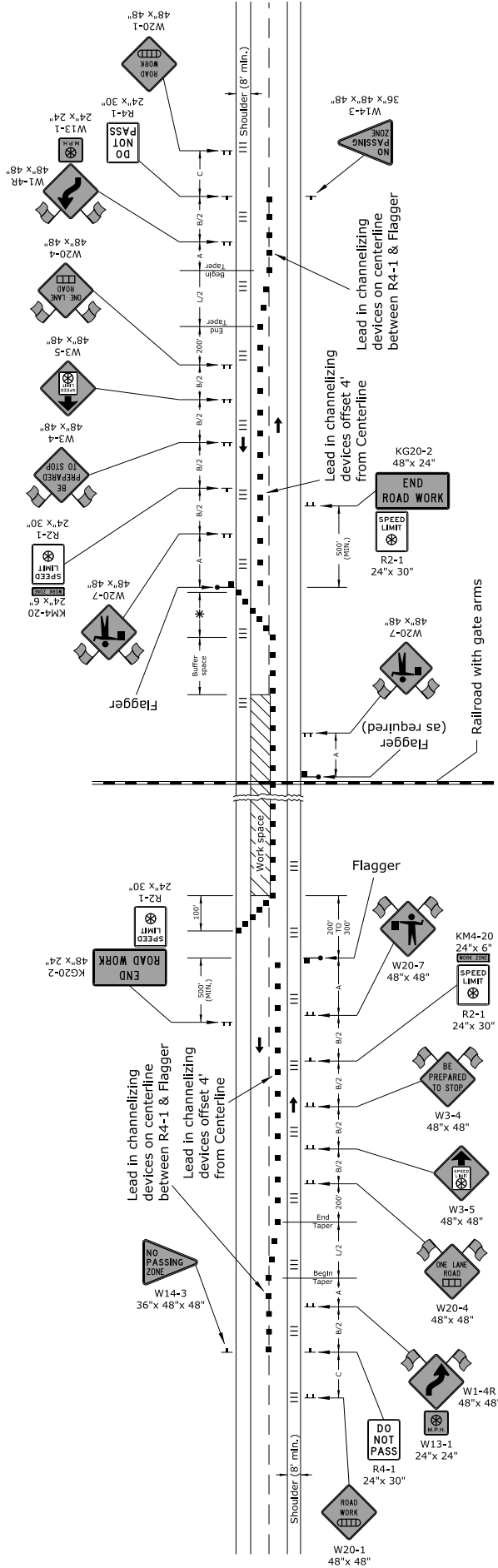


■ Channelizing device

- Ahead, 1500 ft, or 1 mile
- Ahead, 1000 ft, 1500 ft, or 1/2 mile
- Speed to be determined by the Engineer
- Type "A" low intensity warning light
- ||| Temporary portable rumble strips

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FLAGGER



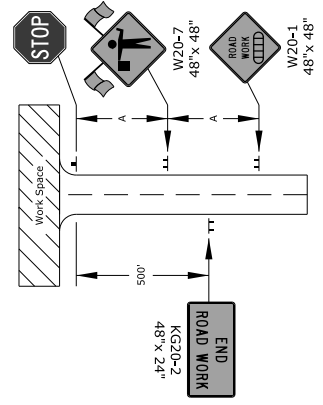
Notes:

Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger. Place a Flagger at all highway, major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

Existing signs shall not be covered or removed between Flagger stations. Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

* Minimum six (6) channelizers spaced at 20' intervals.

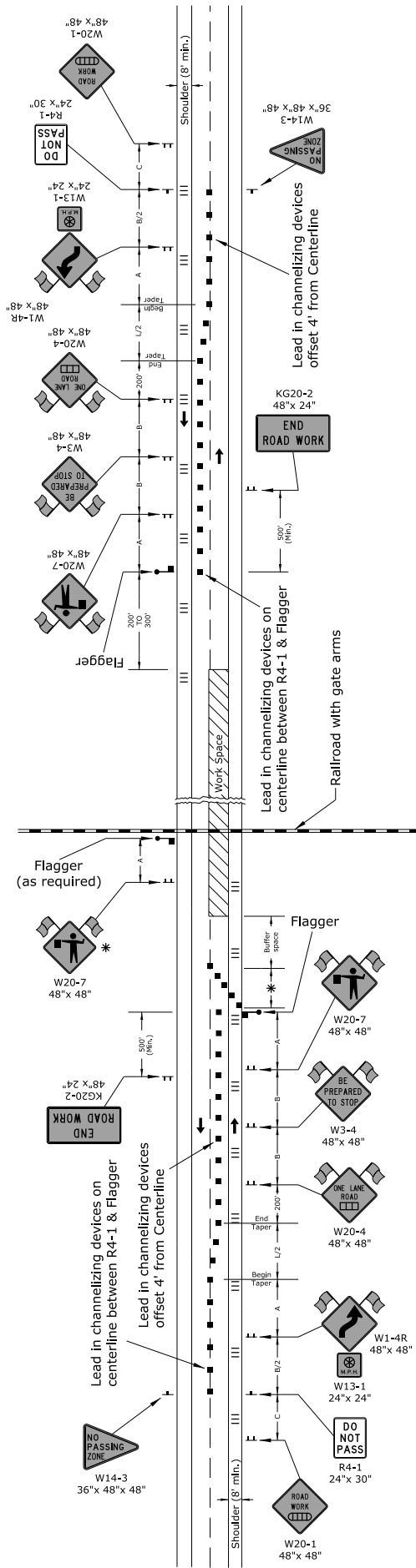
Typical signing for highway or major collector approach to work space



- Channelizing Device
- Ahead, 1500 Ft, Or 1 Mile
- Ahead, 1000 Ft, 1500 Ft, Or 1/2 Mile
- ⊗ Speed to be determined by the Engineer
- ||| Existing shoulder rumble strips

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FLAGGER AND PILOT CAR



* Minimum six (6) channelizers spaced at 20' intervals.

△ Not required on substantial maintenance projects (1R).

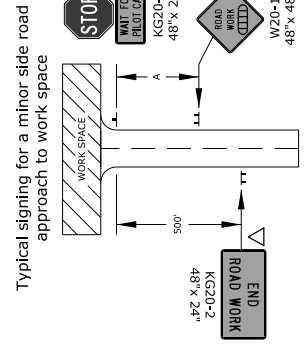
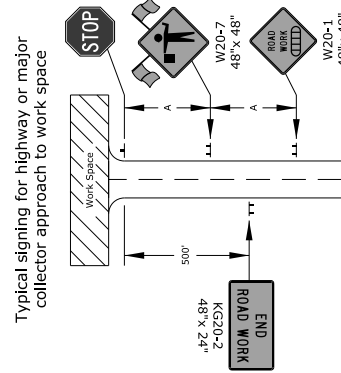
△△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6" below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

Notes:
 Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.

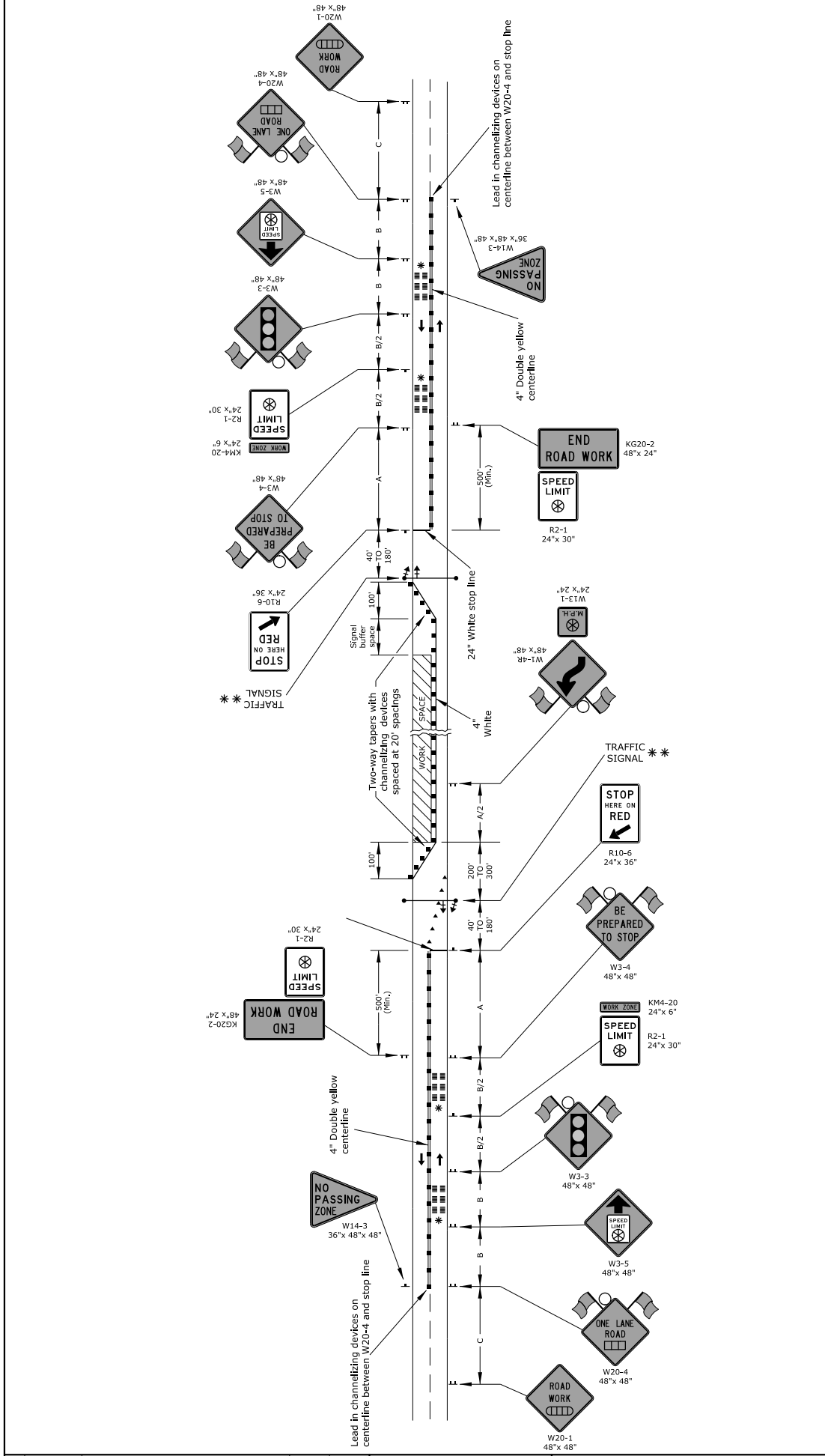
Place a Flagger at all highway, major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

Existing signs shall not be covered or removed between Flagger stations.
 Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.



- Channelizing Device
- ▨ Ahead, 1500 Ft, Or 1 Mile
- ▤ Ahead, 1000 Ft, 1500 Ft, Or 1/2 Mile
- ⊗ Speed to be determined by the Engineer
- ||| Existing shoulder rumble strips

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Note: Refer to TE733 and TE734 for additional temporary traffic signal details.

SIGNAL BUFFER SPACE

SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70
LENGTH (FT)	35	50	65	85	100	115	130	150	165	165	165

Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.

▲ Posted speed prior to work starting

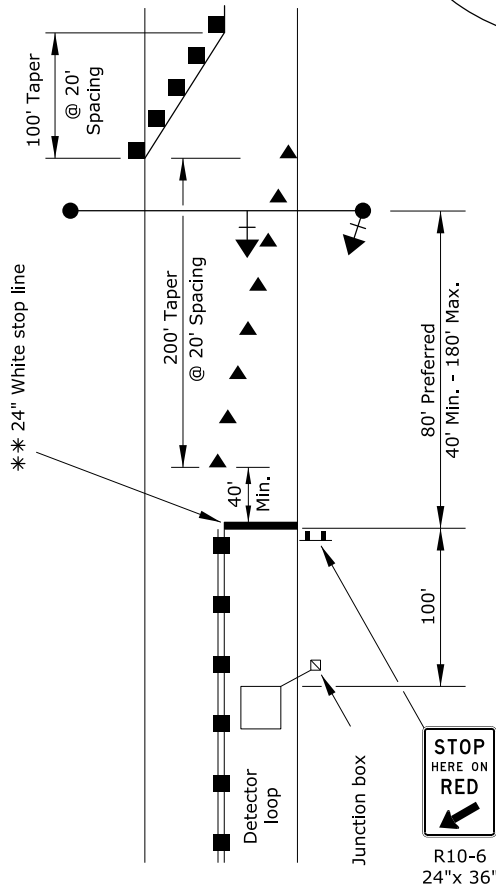
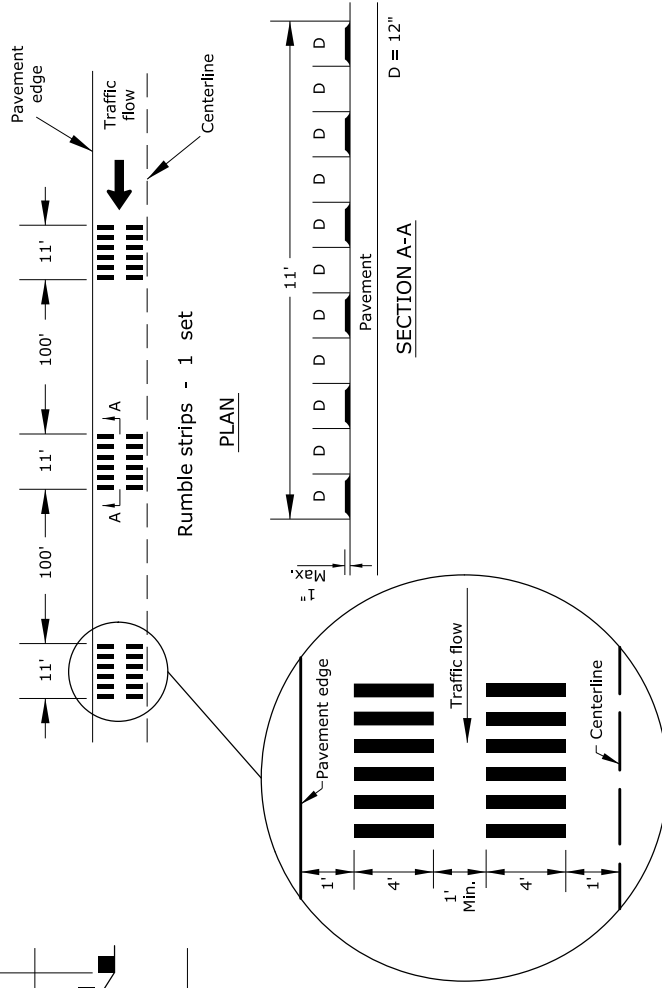
- ▲ Uni-directional yellow temporary raised pavement marker (Type 1) (facing right)
- Channelizing device
- ▨ Ahead, 1500 ft, or 1 mile
- ▩ Ahead, 1000 ft, 1500 ft, or 1/2 mile
- ⊗ Speed to be determined by the Engineer
- ⊖ Signal head with back plate
- Temporary signal pole or trailer
- Type "A" low intensity warning light

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TRAFFIC CONTROL
TEMPORARY TRAFFIC SIGNALS
TITLE LINE 3 (Data Field)

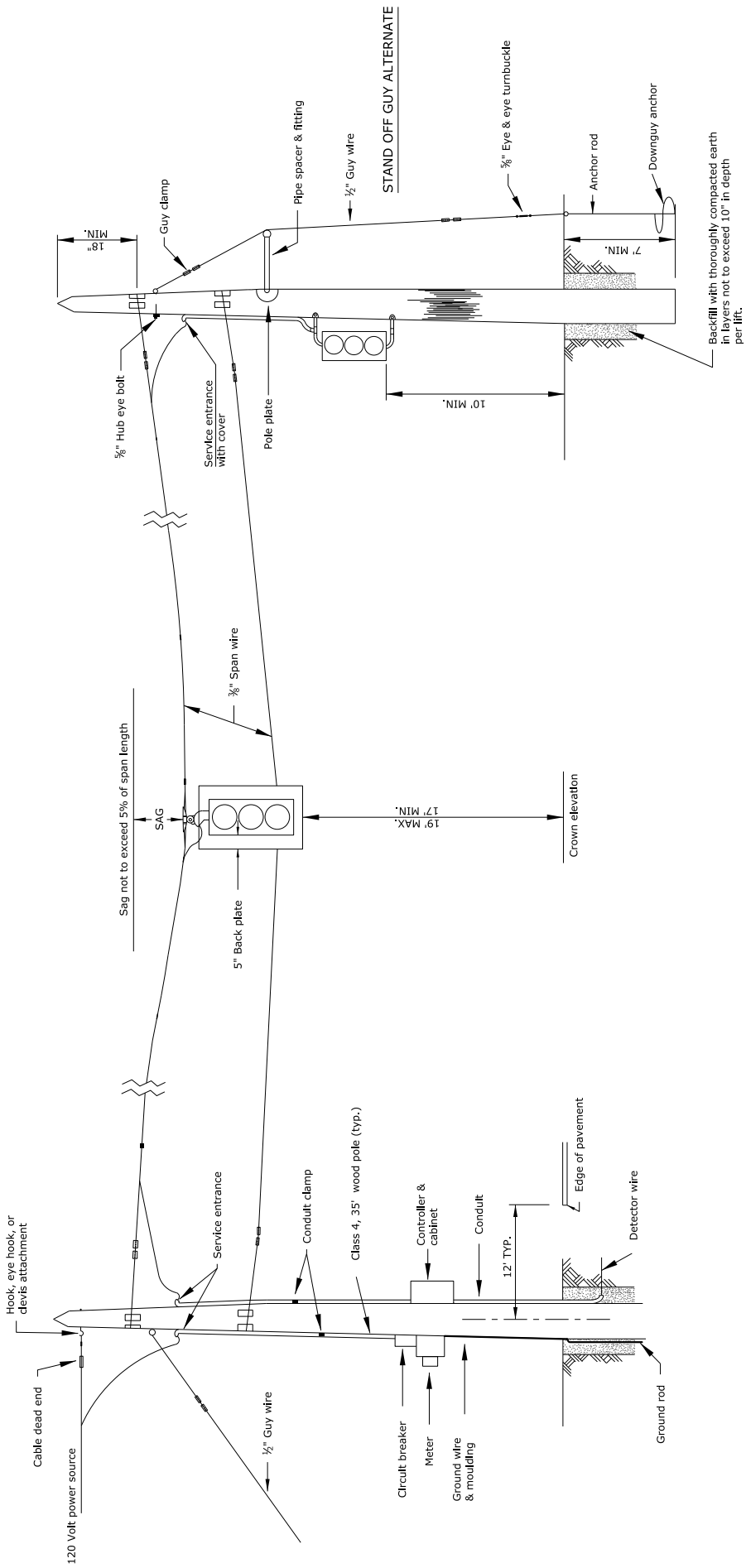
* Two sets of rumble strips shall be placed: one set between signs W3-4 and R2-1, and one set between signs W3-3 and W3-5. Materials, template, hauling, installation, maintenance and removal of the rumble strips are to be by the contractor. Payment shall be subsidiary to the temporary traffic signals.

TYPICAL ASPHALT RUMBLE STRIP DETAILS



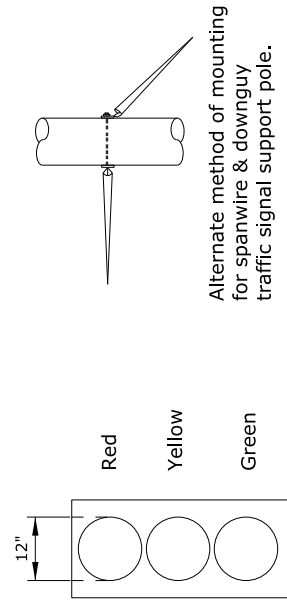
** Stop line created using (6) 4" strips of temporary tape

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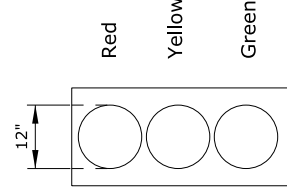


GENERAL NOTES

- The engineer in charge of construction will need to approve all locations for traffic signals to be installed. Final positions & aiming of signal faces to be determined in the field.
- Trailer mounted portable traffic signals may be substituted for span wire signals.
- The traffic signal system shall conform to and be operated according to the requirements of the M.U.T.C.D.
- Contact local utility companies to advise them of installation and coordinate power hook-up if needed.
- All wiring installed shall conform to the national electrical code and local ordinances & requirements.
- The power supply and the operation & maintenance of the signal system shall be the responsibility of the contractor.



Alternate method of mounting for spanwire & downguy traffic signal support pole.



SIGNAL INDICATIONS

Note:
See TE734 for additional information.

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The control equipment shall be designed in such a manner that the normal dwell condition shall be an "all red" signal display. Upon receipt of a detector actuation from one approach, the signals facing that approach shall cycle to a green indication for a minimum period (minimum green). Subsequent detector actuations from the same direction shall result in additional green time being allocated to that movement (unit extension). In the event that an actuation exists for the direction of travel not having the right of way, a maximum green time setting shall provide a preset time limit for the direction having the right of way.

The control equipment shall provide for different clearance sequences, one for each required phase.

If the green indication has been displayed to one approach to the zone, no vehicle actuation exists on the opposite approach and another actuation occurs during the yellow display to the approach just serviced, the display shall proceed to an all red display for a period of time (red revert) to prevent the display of green - yellow - green indications to the motorist.

If the right of way is to be transferred to another approach, an all red indication shall be provided so that opposing traffic does not meet within the one way zone.

Response to a vehicle actuation from another approach shall be immediate if all timings have expired. In the event that all time settings have not expired at the point at which a vehicle actuation occurs, the system shall continue to provide the appropriate clearance interval timings before acting upon an actuation input.

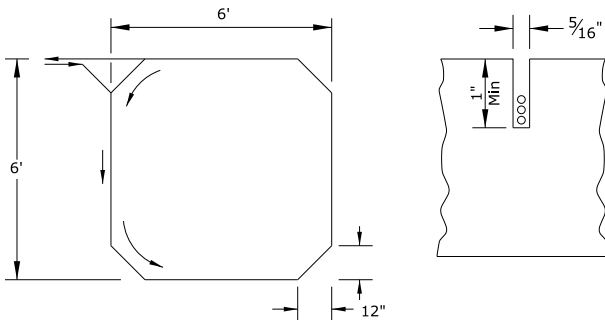
Vehicle actuations received from the detector at approaches other than that which last received a green indication shall have preference over additional actuations received from the end which last had the right of way in the event that any clearance interval timings have not expired when the actuation(s) occurs. If all timings have expired, response shall be on a first come, first served basis.

All time settings shall be user adjustable and shall be accomplished from the equipment front panel by way of a keyboard and menu screen format. All applicable portions of the KDOT standard specifications for vehicle actuation shall apply except that a standard NEMA conflict monitor shall be acceptable.

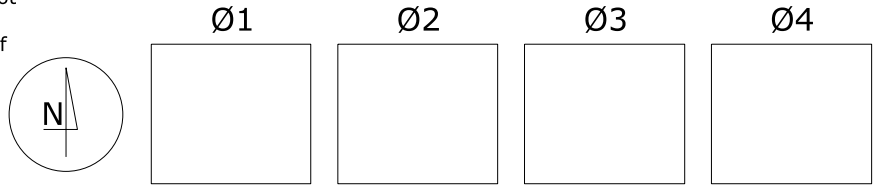
Signals shall be capable of actuation. On asphalt roadways, detection loops may be sawed into the road. Commercially made loop mats may also be used. Do not cut loops into concrete pavement. Other types of detection may be used if approved prior to installation by the Engineer. Do not use microwave detection systems in urban areas. Detector shall be set to operate in the locking mode.

If used, detection loops shall be 6' by 6' and have three turns of wire (see detail). Center loops in the lane of traffic and locate 100' behind the stop line. Cut slots in pavement for loops 5/16" wide with 1" minimum depth. Fill slots with asphalt or an approved elastic epoxy sealant (concrete pavement) to within 1/8" of pavement surface. Other than a "western union" type splice or approved connector at their junction, feeder cable and loop wire shall be of continuous run with no splices. The loop and the feeder cable connection shall be twisted 2 turns per foot.

LOOP DETECTOR DETAIL



SIGNAL PHASING AND TIMING



PHASE	MINIMUM GREEN	MAXIMUM GREEN	YELLOW	ALL RED

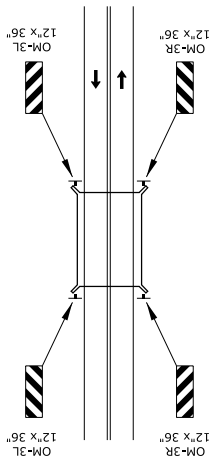
All times in seconds.
 Normal dwell shall be "all red".
 Unit extension shall be 3.0 seconds.
 Red revert shall be 5.0 seconds.

PHASE		STATIONING
	STOPLINE	
	SIGNAL	
	SIGNAL	
	STOPLINE	

Note: See TE733 for additional information.

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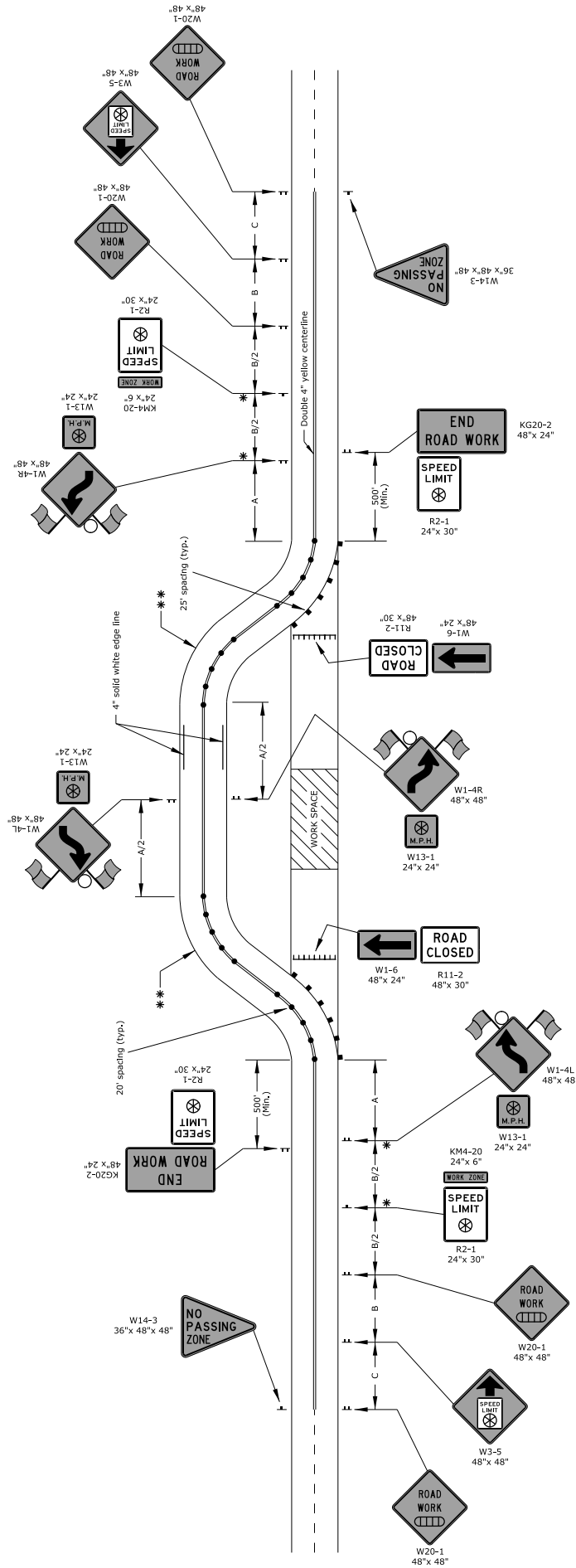
TYPICAL TEMPORARY STRUCTURE END TREATMENT ON SHOOFLY



The entire area of object marker shall have ASTM Type III sheeting. The stripes shall slope downward to the traffic side for channelizing.

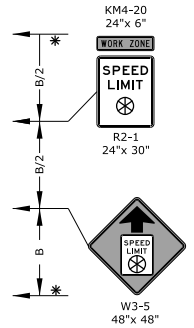
** Black on orange 24" x 30" chevron signs (W1-8) shall be mounted back to back on the outside edge of shoofly curves with a radius of 1000' or less at the spacing shown below. A minimum of 3 chevrons should be installed per curve.

Suggested chevron spacing	
Curve radius	Max. spacing
1000' - 800'	100'
800' - 450'	80'
LESS THAN 450'	60'



DUAL SPEED DROP

* Add these signs in the sign sequence for dual speed drops. Adjust all other signs and pavement marking accordingly.



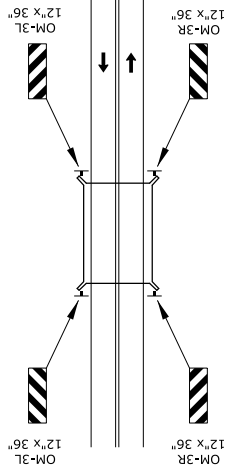
- Channelizing device
- ▬▬▬ Type 3 barricades
- Bi-directional temp. raised pavement marker (Type 1)
- ▬▬▬ Ahead, 1500 ft, or 1 mile
- ⊗ Speed to be determined by the engineer
- Type "A" low intensity warning light

One W24-1 may be used per approach where the tangent distance between two reverse curves is less than 600 ft. If used, use in place of the first W1-4 and eliminate the second.

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TRAFFIC CONTROL
SHOOFLY DIVERSION
TITLE LINE 3 (Data Field)

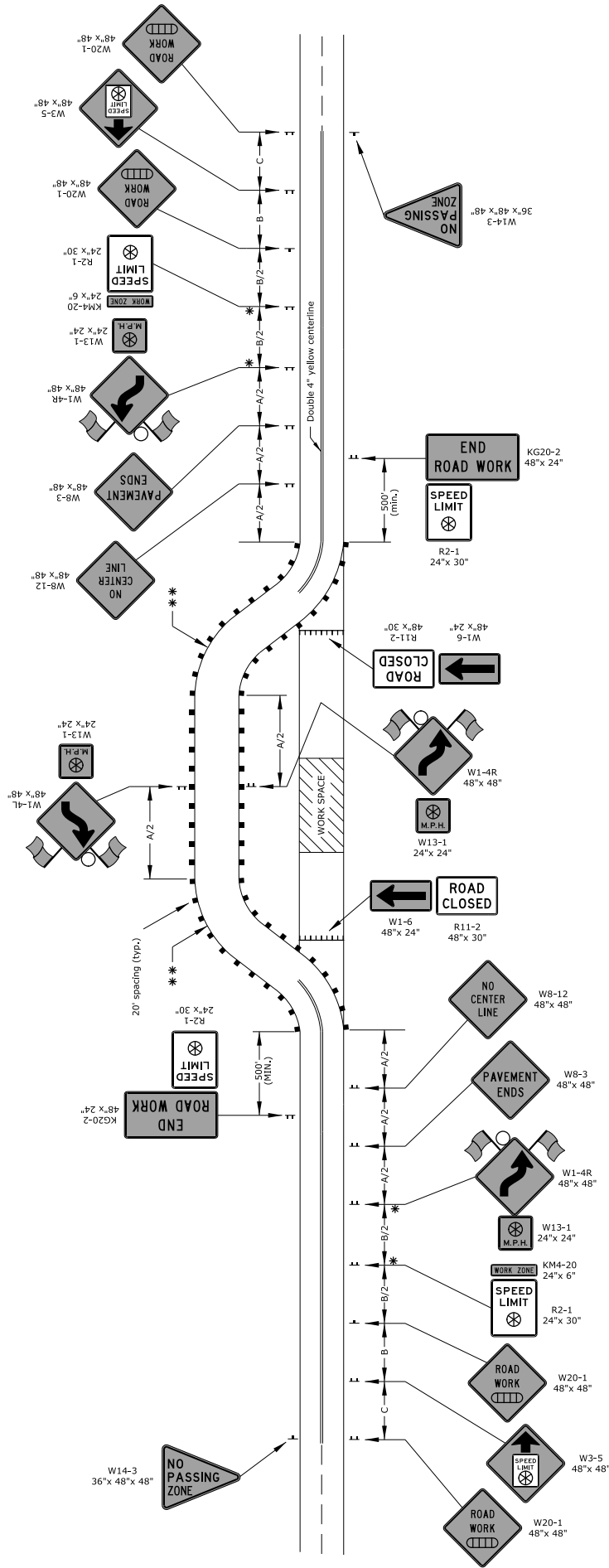
TYPICAL TEMPORARY STRUCTURE END TREATMENT ON SHOOFLY



The entire area of object marker shall have ASTM Type III sheeting. The stripes shall slope downward to the traffic side for channelizing.

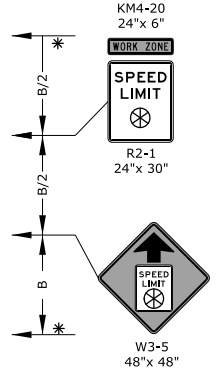
** Black on orange 24" x 30" chevron signs (W1-8) shall be mounted back to back on the outside edge of shoofly curves with a radius of 1000' or less at the spacing shown below. A minimum of 3 chevrons should be installed per curve.

Suggested chevron spacing	Max. spacing
Curve radius 1000' - 800'	100'
800' - 450'	80'
Less than 450'	60'



DUAL SPEED DROP

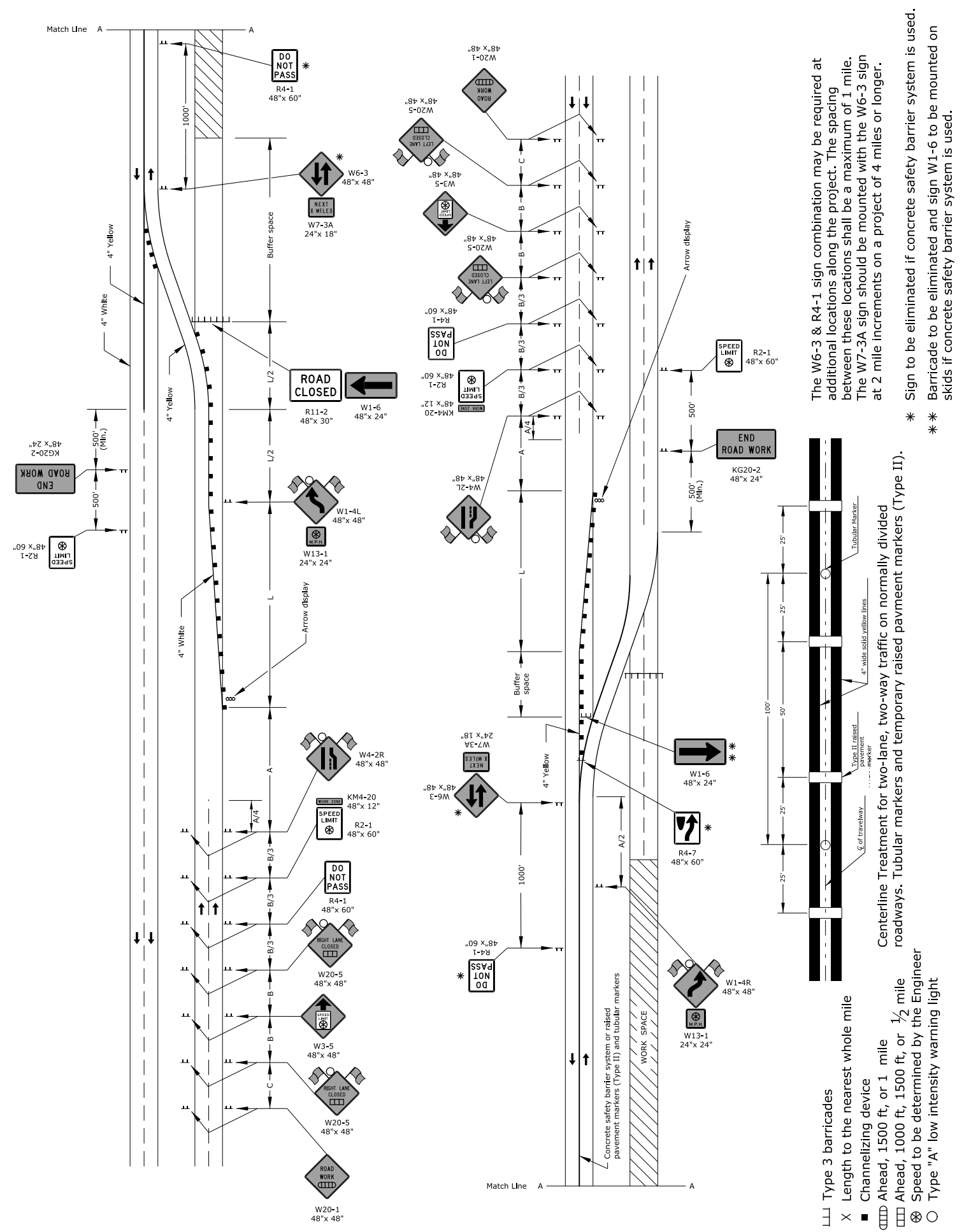
* Add these signs in the sign sequence for dual speed drops. Adjust all other signs and pavement marking accordingly.



- Channelizing device
- Type 3 barricades
- Ahead, 1500 ft, or 1 mile
- Speed to be determined by the Engineer
- Type "A" low intensity warning light

One W24-1 may be used per approach where the tangent distance between two reverse curves is less than 600 ft. If used, use in place of the first W1-4 and eliminate the second.

NO.	DATE	REVISIONS	BY	APPD	DESIGNED
3					KANSAS DEPARTMENT OF TRANSPORTATION
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1					APPD Kristina Ericksen
					DESIGNED Robert Bartron



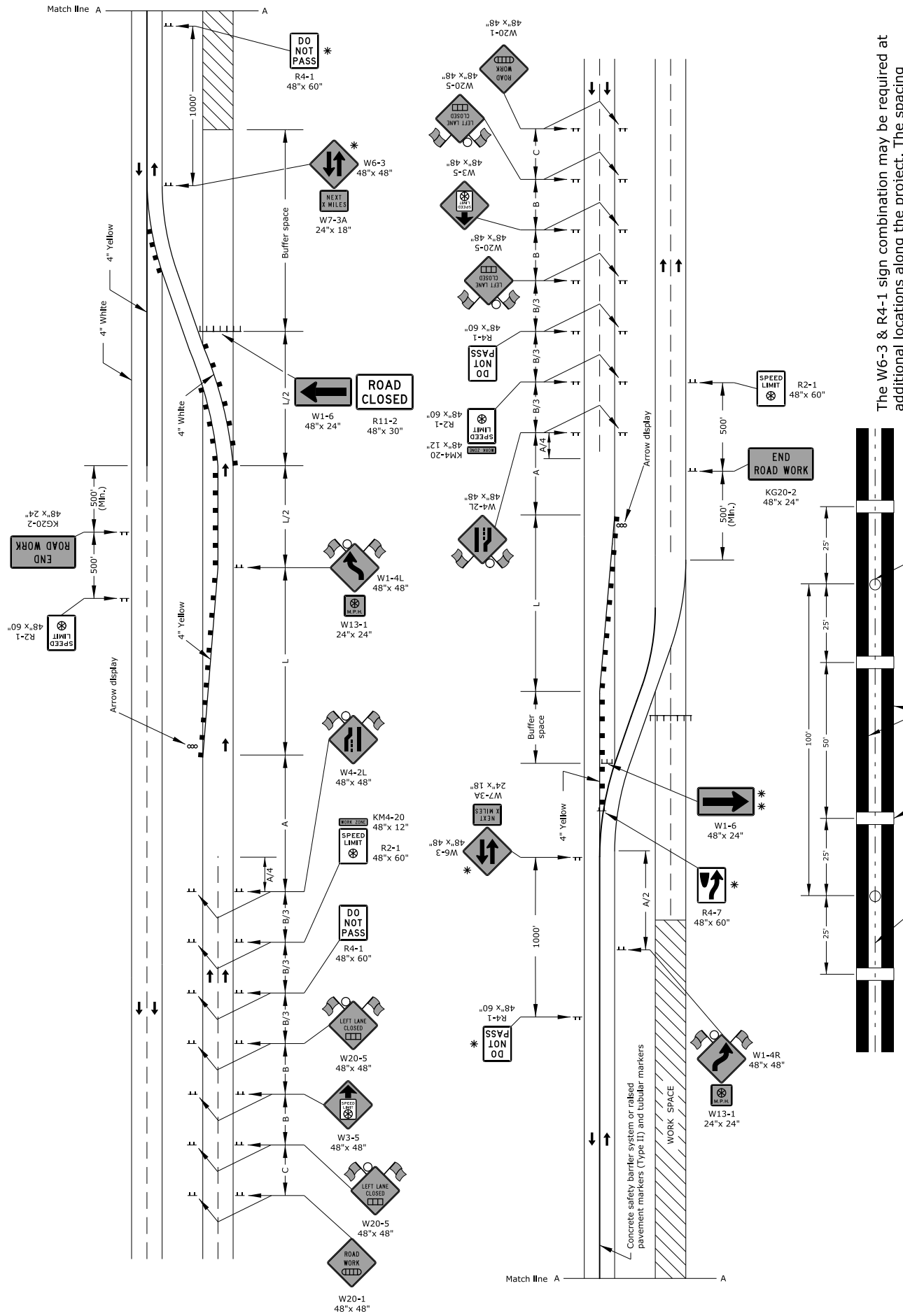
The W6-3 & R4-1 sign combination may be required at additional locations along the project. The spacing between these locations shall be a maximum of 1 mile. The W7-3A sign should be mounted with the W6-3 sign at 2 mile increments on a project of 4 miles or longer.

- * Sign to be eliminated if concrete safety barrier system is used.
- * Barricade to be eliminated and sign W1-6 to be mounted on skids if concrete safety barrier system is used.

Centerline Treatment for two-lane, two-way traffic on normally divided roadways. Tubular markers and temporary raised pavement markers (Type II).

- Type 3 barricades
- X Length to the nearest whole mile
- Channelizing device
- ▤ Ahead, 1500 ft, or 1 mile
- ▦ Ahead, 1000 ft, 1500 ft, or 1/2 mile
- ⊗ Speed to be determined by the Engineer
- Type "A" low intensity warning light

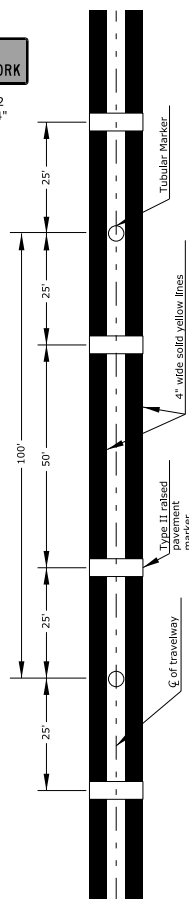
NO.	DATE	REVISIONS	BY	APP'D	DESIGNED
3					KANSAS DEPARTMENT OF TRANSPORTATION
2					APP'D Kristina Ericksen
1					DESIGNED Robert Bartron



The W6-3 & R4-1 sign combination may be required at additional locations along the project. The spacing between these locations shall be a maximum of 1 mile. The W7-3A sign should be mounted with the W6-3 sign at 2 mile increments on a project of 4 miles or longer.

- * Sign to be eliminated if concrete safety barrier system is used.
- ** Barricade to be eliminated and sign W1-6 to be mounted on skids if concrete safety barrier system is used.

Centerline Treatment for two-lane, two-way traffic on normally divided roadways. Tubular markers and temporary raised pavement markers (Type II).



- Type 3 barricades
- X Length to the nearest whole mile
- Channelizing device
- Ahead, 1500 ft, or 1 mile
- ▧ Ahead, 1000 ft, 1500 ft, or 1/2 mile
- Speed to be determined by the Engineer
- Type "A" low intensity warning light

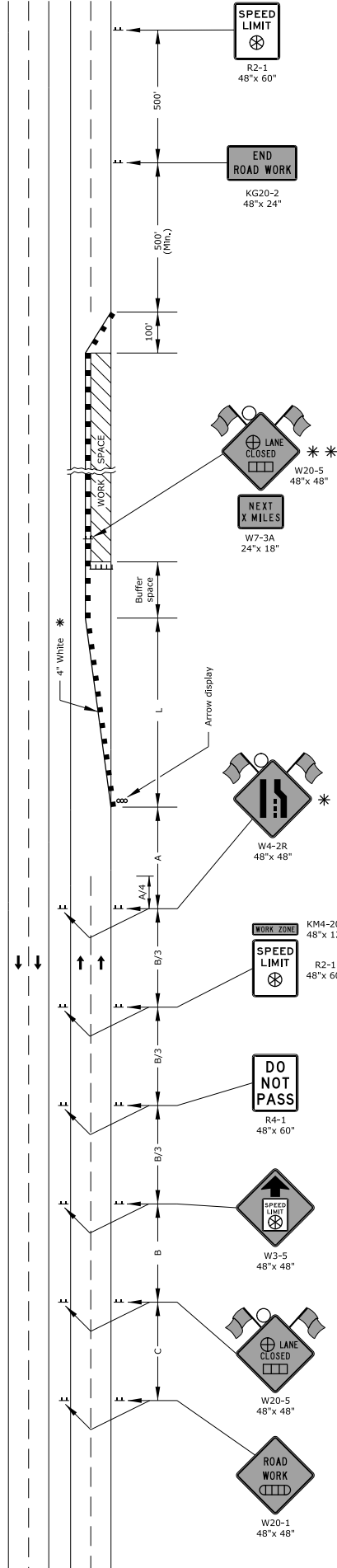
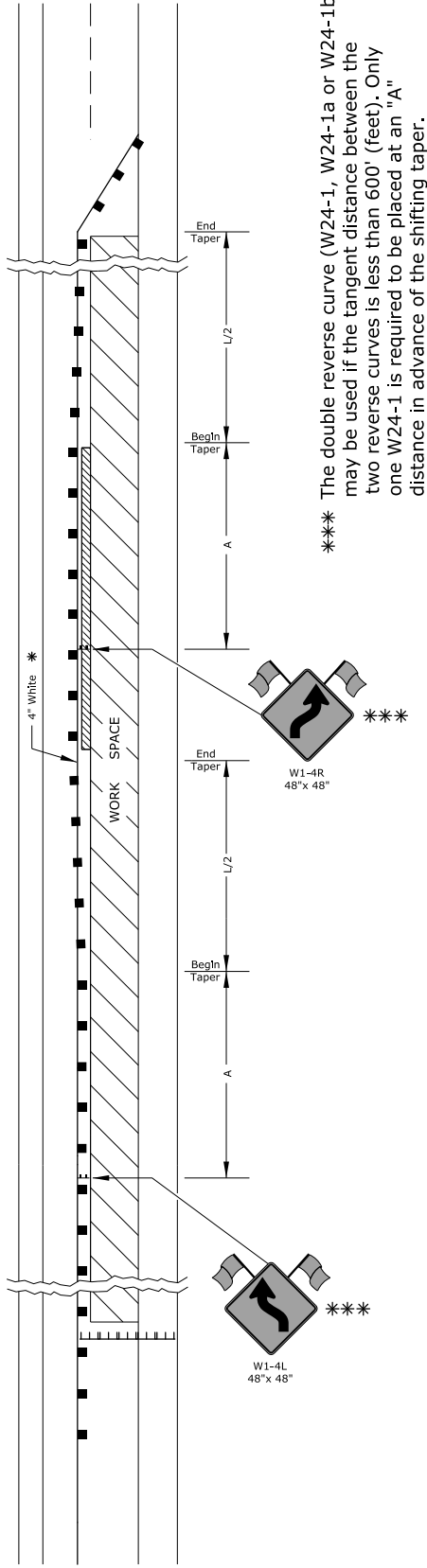
NO.	DATE	REVISIONS	BY	APP'D	DESIGNED
3					
2					
1					

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 FHWA APPROVAL 06/01/15
 APP'D Kristina Erickson
 DESIGNED Robert Bartron

TRAFFIC CONTROL
 DIVIDED HIGHWAY
 CROSSOVER FROM RIGHT LANE

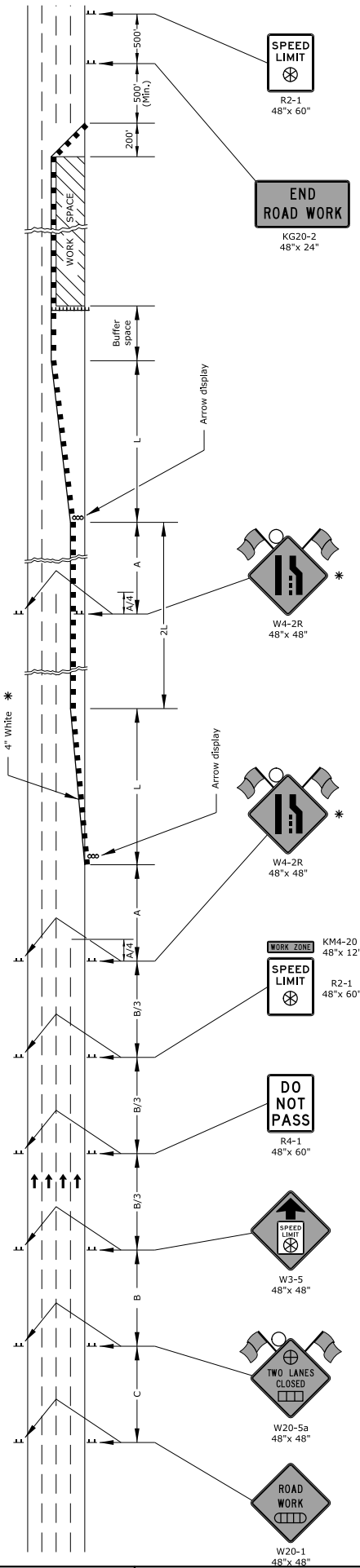
SHIFTING TAPER DETAIL

Add signs and devices as shown for work inside a closed lane that extends near to (or into) the open traffic lane.



- Type 3 barricades
 - X Length to the nearest whole mile
 - Channelizing device
 - Ahead, 1500 ft, or 1 mile
 - Ahead, 1000 ft, 1500 ft, or 1/2 mile
 - Right or left
 - ⊕ Speed to be determined by the Engineer
 - Type "A" low intensity warning light
- * For left lane closures use W4-2L and yellow edge line along channelizing devices.
 - ** The W20-5 (⊕ Lane Closed) and W7-3A (Next X Miles) signs should be placed at 2 mile increments on a project of 4 miles or longer.
- Left-side signs shall be omitted for a four-lane undivided highway.
- One flagger should be stationed within each multi-lane roadway activity area where work is in a closed lane adjacent to traffic and not separated by a concrete safety barrier system.

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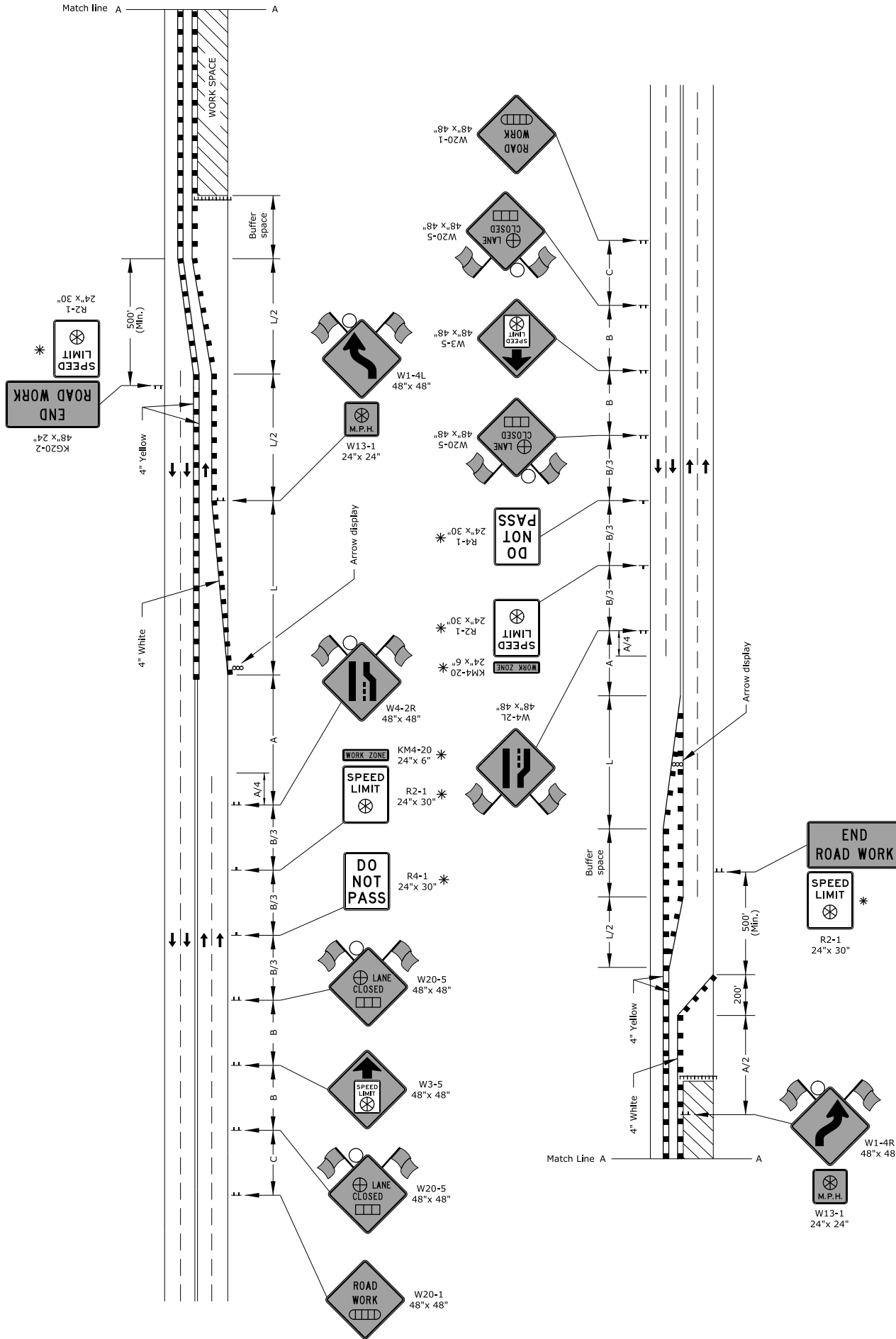
* For left lane closures use W4-2L and yellow edge line along channelizing devices.
 One flagger should be stationed within each multi-lane roadway activity area where work is in a closed lane adjacent to traffic and not separated by a concrete safety barrier system.

- ||| Type 3 barricades
- X Length to the nearest whole mile
- Channelizing device
- Ahead, 1500 ft, or 1 mile
- Ahead, 1000 ft, 1500 ft, or 1/2 mile
- ⊕ Right or left
- ⊗ Speed to be determined by the Engineer
- Type "A" low intensity warning light

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TRAFFIC CONTROL
 TWO LANES CLOSED
 TITLE LINE 3 (Data Field)

Match line A



* For speeds greater than 45 mph use freeway / expressway size signs.
 One flagger should be stationed within each multi-lane roadway activity area where work is in a closed lane adjacent to traffic and not separated by a concrete safety barrier system.

- ⏏ Type 3 barricades
- × Length to the nearest whole mile
- Channelizing device
- ▤ Ahead, 1500 ft, or 1 mile
- ▥ Ahead, 1000 ft, 1500 ft, or 1/2 mile
- ⊕ Right or left
- ⊗ Speed to be determined by the Engineer
- Type "A" low intensity warning light

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TRAFFIC CONTROL
 CROSSOVER ON UNDIVIDED HIGHWAY
 TITLE LINE 3 (Data Field)

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

SECTION 805

WORK ZONE TRAFFIC CONTROL & SAFETY

Page 800-18, subsection 805.3i.(1), delete the first bullet and replace with the following:

- Solid and Broken (8 ft.) markings are intended for use on final and intermediate lifts on expressways, freeways, and for traffic configurations in place longer than 45 days, where the markings are different from the original or final pavement markings.

Page 800-19, subsection 805.3i.(2), delete the second paragraph and replace with the following:

Place either temporary or permanent pavement markings or temporary RPMs the same day the existing markings are removed, and before opening to traffic, at the following locations: yellow skip line on undivided roads, white skip lines on multi-lane sections, solid white and yellow gore lines, white intersection dotted extension lines, and solid yellow ramp edge lines. Fixed tubular markers, or conical delineators may be used in lieu of gore lines with the Engineer's approval and spaces at 5-foot intervals on the gore edge line. If fixed tubular markers or conical delineators are used in lieu of temporary pavement markings, these items shall be subsidiary to other temporary pavement marking bid items on the contract.

Page 800-19, delete subsection 805.3(5), and replace with the following:

(5) Traffic Line Paint. When paint is approved, comply with **SECTION 807**. Do not use paint on final surfaces where the markings will not follow the same layout/location.

Page 800-20, delete subsection 805.3k. and replace with the following:

k. Height Differential Treatment. On projects that carry traffic through construction, the following criteria shall be considered a minimum for treatment of height differentials adjacent to traffic lanes. A height differential is defined as the vertical distance between the top of the surface being constructed (or the riding surface) to the top of the adjacent surface. Use **TABLE 805-4** to determine what treatment is required for the given situations.

When **TABLE 805-4** indicates the use of signs as part of the Traffic Control Plan, place the signs at the beginning of the condition and at each intersecting crossroad or approximately half mile intervals and remove or cover the signs when not applicable.

When the table indicates the use of a wedge, use hot mix asphalt or other material that will remain intact under anticipated traffic as approved by the Engineer.

TABLE 805-4: HEIGHT DIFFERENTIAL TREATMENT		
Condition	Height Differential (“D”)	Treatment
Nominal height differential between driving lanes open to traffic	$1 \text{ inch} < D \leq 2 \text{ inches}$	Use the Uneven Lanes signs (W8-11) as part of the Traffic Control Plan.
	$2 \text{ inches} < D \leq 4 \text{ inches}$	Use the Uneven Lanes signs (W8-11) as part of the Traffic Control Plan. Construct a 3:1 or flatter slope wedge against the pavement edge.
	$D > 4 \text{ inches}$	This condition is not permitted unless otherwise indicated by the contract documents.
Nominal height differential between driving lane and shoulder or adjacent surface that is closed to traffic	$D \leq 2 \text{ inches}$	Shoulder Drop-Off signs (W8-17 and W8-17P) are optional, not required.
	$2 \text{ inches} < D \leq 4 \text{ inches}$	Use Shoulder Drop-Off signs (W8-17 and W8-17P) signs as part of the Traffic Control Plan. Construct a 1:1 or flatter slope wedge against the pavement edge. Channelizing devices may be used instead of a wedge if approved by the Engineer and when placed so the maximum device spacing, measured in feet, is equal to the posted speed limit prior to construction. height differential is expected to last longer than 2 weeks, the use of a 3:1 or flatter slope wedge against the pavement edge is required and the use of channelizing devices instead of a wedge is not permitted unless otherwise indicated in the Contract Documents.
	$D > 4 \text{ inches}$	To the extent feasible, provide an obstruction free recovery area between the channelizing devices and height differential. Use Shoulder Drop-Off signs (W8-17 and W8-17P) as part of the Traffic Control Plan. Construct a 3:1 or flatter slope wedge against the pavement edge. Channelizing devices may be used instead of a wedge as approved by the Engineer when the channelizers are placed so the maximum device spacing, measured in feet, is equal to the posted speed limit prior to construction and no height differentials greater than 4 inches are left overnight without a wedge, unless otherwise indicated in the Contract Documents.

Page 800-23, subsection 805.4d., delete last paragraph and replace with the following:

No payment will be made for each per day traffic control devices while the Contractor is assessed liquidated damages for failure to comply with winter shutdown period or project completion date in other Project Special Provisions included in the Contract Documents. No payment will be made for any additional traffic control devices required due to the contract being in liquidated damages.

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**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 806 and replace with the following:

SECTION 806

DURABLE PAVEMENT MARKING

806.1 DESCRIPTION

Prepare the pavement and apply the pavement markings as shown in the Contract Documents.

When rumble strips are to be constructed on the project, construct the centerline rumble strips before installing centerline pavement marking.

BID ITEMS

Pavement Marking (*) (**) (***) (*****) (+)

Pavement Marking Symbol (*) (White) (****) (*****) (+)

*Type of Pavement Marking: Cold Plastic, Patterned Cold Plastic, Epoxy, Thermoplastic, Preformed Thermoplastic, Thermoplastic-Spray, Intersection Grade, High Durability or Multi-Component

** Color

*** Width

**** Type of Symbol

***** Contrast

+Wet Recoverable, Wet Continuous

UNITS

Linear Foot

Each

806.2 MATERIALS

a. General. Provide durable pavement marking materials that comply with **DIVISION 2200**.

b. Wet Weather Pavement Markings. Wet Weather Pavement Markings. There are two major classifications for wet weather pavement markings which help to improve the performance of pavement markings during wet weather conditions:

(1) Wet Recoverable: These are materials that enhance performance of pavement markings during wet weather conditions but still lose retroreflective properties when covered by water. As water dissipates, retroreflectivity values will increase. A high index glass bead or element with a refractive index of 1.9 or less is needed for wet recovery pavement markings.

(2) Wet Continuous: These are materials that enhance the performance of pavement markings during wet weather conditions and retain a portion of their retroreflective properties when completely covered by water. Although retroreflectivity is retained while pavement markings are submerged, the reflectivity values are not as high as dry values. A high index glass bead or element with a refractive index of 2.1 or higher is used to attain wet continuous pavement markings.

Both Wet Recoverable and Wet Continuous beads will be referred to as wet weather beads below.

Prior to any roadway application the manufacturer shall submit a letter of certification stating that their glass beads have been tested and approved for wet weather pavement marking applications. The letter should state what classification the wet weather beads will be considered for use either for wet recoverable or wet continuous applications. The Engineer will use this letter as the basis of acceptance.

806.3 CONSTRUCTION REQUIREMENTS

a. General.

(1) Equipment. Use equipment designed for the preparation and application of the appropriate type of pavement marking material.

(2) Contractor's Personnel. All pavement marking striping operators and at least one other individual on the project shall hold an American Traffic Safety Services Association (ATSSA) pavement marking certification and be experienced in the application of the appropriate type of pavement marking material. Upon request, ATSSA certification cards shall be presented to the Engineer. If no certification cards are present, the Engineer shall not allow any removal or striping of pavement markings.

(3) Pavement Marking Contractors. Provide a letter of certification from the pavement marking manufacturer indicating the Contractor's qualifications to install their product.

(4) Test Strip. Before beginning pavement marking operations, at a location approved by the Engineer complete a 300-foot test section for epoxy, thermoplastic, sprayed thermoplastic and multi-component pavement markings that meet the requirements of this specification. The Engineer will inspect the test strip 24 hours after it has been placed. Do not begin pavement marking operations, until the Engineer approves the test strip.

(5) Surface Preparation. On existing pavements, remove the existing permanent, pavement markings (removed and paid for under **SECTION 808**) and according to the recommendations of the manufacturer of the new pavement markings.

Apply durable markings the same day existing permanent markings are removed at the following locations:

- yellow skip lines on undivided roads,
- white skip lines on multi-lane roads,
- white gore lines, and
- yellow ramp edge lines.

If additional temporary pavement markings are required due to Contractor's operations, the placement and removal will be subsidiary to the durable pavement marking bid items.

Remove temporary pavement markings the same day durable markings are applied. Removal of temporary pavement markings is subsidiary to the temporary pavement marking bid items.

Remove loose particles, dirt, tar, grease, residue of prior pavement markings and other deleterious material from the pavement surfaces.

(6) Bead Calibration. For all long line equipment, the Contractor is required to perform bead calibrations daily in the presence of the Engineer. Calibrations made by the Contractor will be compared to the manufacturer's bead calibration charts.

(7) Alignment. Lay out the pavement marking as detailed in the Contract Documents. If the Contract Documents do not provide details, submit to the Engineer for approval, a layout plan for the pavement markings that complies to the MUTCD. Locate longitudinal pavement marking stripes a minimum of 2 inches and a maximum of 8 inches from longitudinal joints. Provide adequate guide marks (approximately 2 inches by 12 inches at approximately 30 to 50-foot intervals) for the application of the pavement markings.

When applying pavement markings at locations with newly constructed rumble strips, use the same guide marks that were used for milling the rumble strips, or when approved by the Engineer, establish a new guide mark, if the guide mark used with the rumble strips is not visible enough to follow.

(8) Pavement Marking Width. Apply the pavement markings at the specified plan width or a maximum of 3/4-inch above the specified plan width. See **TABLE 806-3** for minimum pavement marking widths.

(9) Pavement Marking Application. Provide the Engineer with a copy of the manufacturer's application instructions. Apply the pavement markings according to the manufacturer's recommendations.

Follow the manufacturer's recommendations regarding pavement and ambient temperature at the time of application. The Engineer will verify the pavement and ambient temperatures before beginning work and when deemed necessary.

Apply pavement markings straight and close to the intended alignment without abrupt changes that result in an unacceptable appearance.

Meet the minimum retroreflectivity requirements in **TABLE 806-1**.

The Engineer will measure thermoplastic marking thickness according to **subsection 806.3f**.

The Engineer will measure epoxy and multi-component marking thickness using wet film mil thickness gauges, or when applicable, the computer monitoring system.

(10) Epoxy and Multi-component Applications Only. Use a computerized data logging system for monitoring the application and measurement of the thickness of multi-polymer stripes. Collection of data for all longitudinal non-handwork line striped shall be required for any project 1 mile or greater in length.

Report the following data as an average for each 528 feet. (Data will be recorded every 528 feet but evaluated over the 1-mile section)

- Ability to record GPS coordinates with +/- 3m accuracy
- Actual and averaged application speed to the nearest 0.1 mph

- Weight (lbs) and/or volume (gallons as measured through a piston displacement pump mechanism) amount of material used by each color
- Weight (lbs) of glass beads/elements used
- Pavement surface temperature (°F)
- Air temperature (°F)
- Dew point (°F)
- Humidity (%)
- Material temperature for each color including catalyst
- Material application rates and film thickness over the section painted.

In addition to the above data, record the highway route number with the beginning and ending reference point rounded to the nearest hundredth of a mile, direction, project number, and county number.

Provide an electronic or printed record of the data above to the Engineer daily. The Engineer may determine that more frequent submission is necessary, particularly if equipment malfunctions occur. Produce either the printed or electronic records in their final form prior to the records being removed from the striping equipment (i.e. the Contractor presents this to the Engineer in the field). If only one record is produced at the striping equipment, the other may be produced in an office from the live data recorded. However, present the first record to the Engineer prior to any of the data entering an office environment. Ensure the electronic record is a comma or space delimited text file, adequate for insertion into a computerized spreadsheet software package, or a spreadsheet format acceptable to the Engineer.

Prior to the start of striping operations, travel at a distance of 1,000 feet to verify the consistency of physical and electronic measurements of distance traveled. Calibration shall be performed by the contractor at the start of any pavement marking project in the presence of the Engineer.

Take mil thickness checks every mile until material application becomes consistent with monitoring system. Once consistency is established the Engineer may reduce the frequency of mil thickness checks. The Engineer may increase the frequency of mil checks if mil thickness checks and monitoring system vary from each other greater than 5 mils within the first mile.

The Engineer will measure wet film mil thickness for all epoxy and/or multi-component applications. The Engineer may elect to use either the wet film mil thickness gauges or the computer monitoring system provided by the Contractor for all projects greater than 1 mile in length.

Yearly calibration and certification are required to be performed by the manufacturer of the data logging system to verify the accuracy of the Contractor's data logging unit. This calibration will be conducted by the manufacturer's technician, and a certification letter shall be furnished to both the Contractor and the Pavement Marking Specialist in the Bureau of Transportation Safety and Technology's Traffic Engineering Unit on a yearly basis prior to the commencement of the following striping season.

A copy of the manufacturer's certification letter should be kept on the project and be readily available if requested by the Engineer.

(11) Unsatisfactory Pavement Marking. Remove and replace unsatisfactory pavement marking according to the Contract Documents.

(a) General. Remove and replace pavement markings that:

- have drag marks, gashes, gouges, foreign covering, discolored areas or areas that have failed to solidify.
- have improper adhesion, length or thickness.
- have areas that present a ragged appearance, areas that do not present sharply defined edges, or areas with abrupt unintended changes in alignment.

(b) Alignment. Lines that deviate laterally from the intended alignment more than 2 inches in 200 feet may be rejected.

(c) Width. The Engineer will take a minimum of 10 width measurements per color line randomly spaced every 1 mile. Remove and replace the deficient widths of pavement markings (See **TABLES 806-3 and 806-7**) so the total length of deficiency in any 1-mile section is less than 300 feet.

(d) Retroreflectivity. See **TABLE 806-1** for minimum retroreflectivity requirements for pavement marking.

TABLE 806-1: MINIMUM RETROREFLECTIVITY REQUIREMENTS		
Type of Material	Color	millicandelas/sq m/lux* (minimum) (Initial)
Cold Plastic	White	250
	Yellow	175
Patterned Cold Plastic	White	500
	Yellow	300
Epoxy or Multi-Component	White	400
	Yellow	300
High Durability Tape	White	250
	Yellow	175
Thermoplastic, Preformed Thermoplastic or Spray Thermoplastic	White	350
	Yellow	250

NOTE: Provide an acceptable 100-foot retroreflectometer to use on the project which will remain the property of the Contractor. In the presence of the Engineer, measure the retroreflectivity between 12 hours and 14 days after the application of all pavement markings. Take a minimum of 5 randomly spaced readings per color line every 1 mile. The Engineer will average all of the readings for each color line within the 1-mile section to determine the retroreflectivity.

If the pavement markings have a retroreflectivity reading as measured for **TABLE 806-1** (in any 1-mile section) less than that shown in **TABLE 806-2**, remove and replace the entire 1-mile section.

TABLE 806-2: RETROREFLECTIVITY READINGS REQUIRING REMOVAL OF PAVEMENT MARKING		
Type of Material	Color	Retroreflectivity reading (R) in a 1-mile section (millicandelas)
Cold Plastic	White	200
	Yellow	125
Patterned Cold Plastic	White	450
	Yellow	250
Epoxy or Multi-Component	White	350
	Yellow	250
High Durability Tape	White	200
	Yellow	125
Thermoplastic, Preformed Thermoplastic or Spray Thermoplastic	White	300
	Yellow	200

(12) Acceptance of Pavement Marking. The Engineer will not examine pavement marking for final acceptance until the pavement markings complete a 180-calendar day observation period. The Contractor is responsible for the pavement marking during this period. The 180-calendar day observation period begins the day following the completion and acceptance of retroreflectivity readings. Providing all other work on the contract is complete, the Engineer will not assess working day charges during the 180-calendar day observation period.

Immediately following the 180-day observation period, arrange with the Engineer to have a joint meeting to examine the pavement marking. The Engineer will provide written results of the final examination to the Contractor within 5 business days of the joint meeting.

Before the project is accepted, replace all failed pavement markings, at own expense. The pavement marking is failed, when more than 10% of the substrate is exposed in a 2,000-foot section of longitudinal pavement marking line. The transverse lines and symbols will be evaluated separately for the exposure of 10% substrate. Abrasion of pavement marking at private entrances or intersections may be excluded from examination.

If the Contractor fails to complete the required replacement of pavement markings within 10 business days of the date of the notice of the unacceptable pavement markings, during which the application of pavement markings is not precluded by adverse weather or road surface conditions, the Engineer, after giving the Contractor written notice,

will reinstate the assessment of working day charges or Liquidated Damages. Working day charges or Liquidated Damages will continue until the work is accepted.

If more than 30% of pavement marking is required to be replaced, the replacement pavement markings will not be accepted until the completion of an additional 180 calendar day observation period.

The Engineer will, upon satisfactory inspection of the pavement marking, accept the work and terminate the Contractor's responsibilities.

b. Cold Plastic/Patterned Cold Plastic Pavement Marking. Grind an inset for the pavement marking into the surface of the pavement. Grind the inset 0.08 inches (+ 0.01-inch tolerance) deep, with the width and length of the inset a maximum of 2 inches greater than the dimensions of the pavement marking.

On new or existing PCCP, cut the marking tape at any joint in the pavement that is crossed by the tape.

Apply adhesive-sealer primer of a type recommended by the manufacturer. Primer is required on all tape applications regardless of temperature, date or season.

c. Epoxy Liquid Pavement Marking. When pavement markings are applied to PCCP (including concrete bridge decks) less than 1 year old, remove all curing compounds and laitance by shot, sand or waterblasting.

Use a slower curing epoxy material (40 minutes) for pavement markings applied to PCCP. For other surfaces, fast setting (10 minutes) epoxy material may be used with approval of the Engineer.

Apply the epoxy liquid material closely behind the surface cleaning procedures.

Before mixing the components of the pavement marking material, heat the individual components to the temperature ranges recommended by the manufacturer of the material. Do not exceed the maximum recommended temperature at any time.

Apply the epoxy liquid pavement marking material at a thickness of 20-25 mils on all pavement. Immediately apply all glass beads (double drop system or blended bead) to the epoxy liquid pavement marking at the glass bead gradation and bead drop rate recommended by the manufacturer to obtain the required level of retroreflectivity.

d. Multi-Component Liquid Pavement Marking. When pavement markings are applied to PCCP (including concrete bridge decks) less than 1 year old, remove all curing compounds and laitance by shot, sand or waterblasting. For intersection grade multi-component, grind the inset 15 mil (+10 mil tolerance) deep, with the width and length of the inset a maximum of 2 inches greater than the dimensions of the pavement marking on concrete surfaces.

Multi-component liquid pavement marking will only be allowed for use on concrete pavement on a pre-qualified basis.

Apply the multi-component liquid material closely behind the surface cleaning procedures.

Before mixing the components of the pavement marking material, heat the individual components to the temperature ranges recommended by the manufacturer of the material. Do not exceed the maximum recommended temperature at any time.

Apply the multi-component liquid pavement marking material at the thickness of 20-25 mils on all pavement. Immediately apply the glass beads (double drop system or blended drop) to the multi-component liquid pavement marking at the glass bead gradation and bead drop rate recommended by the manufacturer to obtain the required level of retroreflectivity.

e. Intersection Grade Pavement Marking.

(1) Multi-Component. Follow **subsection 806.3d.**

(2) High Durability Tape. Grind an inset for the pavement marking into the surface of the pavement. Grind the inset 80 mil (+10 mil tolerance) deep with the width and length of the inset a maximum of 2 inches greater than the dimensions of the pavement marking. Apply adhesive-sealer primer of a type recommended by the manufacturer. Primer is required on all tape applications regardless of temperature, date or season.

On new or existing PCCP, cut the marking tape on either side of any joint in the pavement that is crossed by the tape.

(3) Preformed Thermoplastic. Grind the inset 40 mil (+ 20 mil tolerance) deep with the width and length of the inset a maximum of 2 inches greater than the dimensions of the pavement marking on concrete surfaces.

Use a heating device recommended by the material manufacturer to fuse the preformed thermoplastic to the pavement. Apply adhesive-sealer primer of a type recommended by the manufacturer. Primer is required on all preformed applications on concrete regardless of temperature, date or season.

Apply the pavement markings as recommended by the manufacturer.

f. All Thermoplastic Pavement Marking. The Engineer will verify the thickness of the thermoplastic pavement marking. Thickness will be checked by placing metal plates or other suitable material of known thickness in a 3-foot section along the path of application at 2 to 3 locations. After the application of the thermoplastic material, the samples will be cut free. The material thickness will be measured using either a micrometer or vernier calipers (with proper correction for the metal plate). The thickness recorded for the locations within the 3-foot section will be averaged. Initially, thickness determinations will be made every $\frac{1}{2}$ mile for each color and each stripe width. Once a pattern of compliance is established, the Engineer may reduce the frequency of thickness verification to once each 1-mile section. Failure of a section will require testing to return to the initial frequency until compliance may be re-established. The location of the 3-foot sample segment within the sample section will be selected at random.

The Contractor may provide other devices for gauging thickness to the Engineer for approval.

Apply thermoplastic pavement markings between April 15 and October 15. If the manufacturer's recommendations allow, the Engineer may waive the date restrictions. The Engineer will notify the Contractor in writing of any allowed variance.

(1) Thermoplastic Pavement Marking. The required thickness for longitudinal markings is a minimum of 90 mil at the edges, and a maximum of 125 mil at the center of the stripe. The required thickness for transverse markings and symbols is a minimum of 90 mil at the edges, and a maximum of 140 mil at the center.

For transverse markings on concrete, grind the inset 40 mil (+20 mil tolerance) deep, with the width and length of the inset a maximum of 2 inches greater than the dimensions of the pavement marking on concrete surfaces.

Apply the binder-sealer according to the manufacturer's recommendations. Primer is required on all transverse applications on concrete regardless of temperature, date or season. The Engineer will not approve the application of the thermoplastic material until the binder-sealer applied to the pavement is devoid of all solvent or water.

Apply prepared thermoplastic material in a molten state within a temperature range of 400 to 440°F. The Engineer will not approve the use of scorched material or prepared material that has been maintained at 440°F for a period exceeding 4 hours.

Apply glass beads (double drop system or blended bead) to the thermoplastic pavement marking at the glass bead gradation and bead drop rate recommended by the manufacturer to obtain the required level of retroreflectivity.

g. Leading/Trailing Configuration. Installation of leading/trailing pavement markings may be used for intermittent markings on concrete or asphalt surfaces. The trailing (black) pavement marking shall be placed concurrently to the white pavement marking line when applied to the roadway.

Apply black, opaque coal slag (20-40 mixture) to the trailing pavement marking line at a rate of 8-10 pounds per gallon of liquid pavement marking to achieve a skid resistance value of 50 BPN.

Apply leading/trailing pavement markings that follow the same space configuration as broken lines, dotted extension and lane drop markings in the Contract Documents.

h. Wet Weather Pavement Markings. The manufacturer shall submit a letter stating that the Contractor performing the application of wet weather pavement markings has been certified and trained by the manufacturer in the use of the manufacturer's wet reflective products/system.

At any time wet weather pavement markings are being installed, a manufacturer's representative shall be onsite to evaluate pavement marking applications.

Daily, before striping, calibrate the glass bead drop rates in the presence of the Engineer, for wet recoverable or wet continuous bead drops to achieve the required retroreflectivity in **TABLE 806-5**.

The approved grooving range for inlaying wet weather pavement markings shall be a minimum of 60 mils with a maximum of 100 mils.

Multi-Component Liquid Pavement Marking Application. Apply the multi-component marking material at a thickness of 20-25 mils on all pavements.

Dual Drop System. Install the wet weather beads as the first drop of a dual drop system. The second drop of the dual drop system shall consist of a blended bead mixture to achieve the required dry retroreflectivity value.

Follow the glass bead gradation and bead drop rate recommended by the manufacturer to obtain the required level of retroreflectivity to attain wet/dry retroreflectivity performance.

Triple Drop System. Install the wet weather beads as the first drop of a triple drop system. The second drop shall be large beads and the third drop consisting of small glass beads to achieve the required dry retroreflectivity value. Follow the glass bead gradation and bead drop rate recommended by the manufacturer to obtain the required level of retroreflectivity to attain wet/dry retroreflectivity performance.

Preformed Patterned Cold Plastic Pavement Marking Application. Follow subsection 806.2b.

Recess all wet weather pavement marking material to obtain continued wet weather performance after snow plowing operations.

i. Verification Testing of Wet Weather Pavement Marking. Verification testing of the wet weather pavement markings will be required. Hire an independent 3rd party contractor capable of performing the required wet testing. Testing shall follow the ASTM testing methods E1710, E2177, or E2832. Send the results from the wet weather testing directly to the KDOT Area office, the Pavement Marking Specialist in the Bureau of Transportation Safety and Technology’s Traffic Engineering Unit, and also including the pavement marking contractor within five (5) business days of collecting the data for the entire project.

Perform ASTM E1710 (Dry Method) after 14 days but within 30 days after the application of all pavement markings. Take a minimum of 5 randomly spaced readings per color line every 1 mile. The Engineer will average all the readings for each color line within the 1-mile section to determine the retroreflectivity.

For wet recoverable pavement marking applications follow ASTM E2177 testing methods to verify wet recovery retroreflectivity after 14 days but within 30 days of marking applications on the road. Either the “Bucket Method” or “Spray Method” will be an approved method for testing wet recoverable pavement markings. Take a minimum of 2 randomly spaced readings per color line every mile. Engineer will average all the readings for each color line within the 1-mile section to determine the wet recoverable retroreflectivity value. If project is less than 1 mile in length only one reading is required per color line. A random point within the project can be chosen to check for wet recoverable reflectivity.

For wet continuous pavement marking applications follow ASTM E2832 testing methods to verify wet continuous retroreflectivity after 14 days but within 30 days of marking applications on the road. This test method is commonly referred to as the “Continuous Wet Method”. Take a minimum of 2 randomly spaced readings per color line every mile. Engineer will average all the readings for each color line within the 1-mile section to determine the wet continuous retroreflectivity value. If project is less than 1 mile in length only one reading is required per color line. A random point within the project can be chosen to check for wet continuous reflectivity.

TABLE 806-5: MINIMUM AVERAGE RETROREFLECTIVITY REQUIREMENTS FOR WET WEATHER PAVEMENT MARKINGS			
Type of Material	Color	Millicandelas/sq m/ux (Minimum) (Initial)	
		White	Yellow
Multi-Component	Dry (ASTM E1710)	400	300
	Wet Recovery (ASTM E2177)	300	225
	Wet Continuous (ASTM E2832)	200	150
Preformed Pattern Cold Plastic	Dry (ASTM E1710)	500	300
	Wet Recovery (ASTM E2177)	250	200
	Wet Continuous (ASTM E2832)	250	200

TABLE 806-6: RETROREFLECTIVITY READINGS REQUIRING REMOVAL OF PAVEMENT MARKING (WET WEATHER)			
Type of Material	Color	Millicandelas/sq m/ux (Minimum) (Initial)	
		White	Yellow
Multi-Component	Dry (ASTM E1710)	350	250
	Wet Recovery (ASTM E2177)	250	175
	Wet Continuous (ASTM E2832)	150	100
Preformed Pattern Cold Plastic	Dry (ASTM E1710)	450	250
	Wet Recovery (ASTM E2177)	200	150
	Wet Continuous (ASTM E2832)	200	150

806.4 MEASUREMENT AND PAYMENT

The Engineer will measure the various widths and colors of pavement markings by the linear foot. When the Contract Documents specify that the contrast pavement markings are installed in a leading/trailing configuration, the Engineer will measure the black pavement marking and white pavement marking separately by the linear foot.

The Engineer will measure each symbol.

The Engineer will pay for 90% of the completed quantity for each of the various widths and colors of pavement marking and symbols. Upon acceptance of the pavement markings following the 180-day observation period, the Engineer will pay for the remaining 10% of the completed quantity for each of the various widths and colors of pavement marking and symbols.

When necessary, removal of permanent pavement markings will be measured and paid for under **SECTION 808**. Removal of temporary pavement markings is subsidiary to the temporary pavement marking item.

Payment for "Pavement Marking" and "Pavement Marking Symbol" at the contract unit prices is full compensation for the specified work.

Pay adjustments for width and retroreflectivity deficiencies (see **TABLES 806-3** and **4**) will be entered on the Contractor's Payment Vouchers (intermediate and final) under the bid item Contract Deduct.

TABLE 806-3: DURABLE PAVEMENT MARKING WIDTH DEFICIENCY DEDUCTION-REMOVAL (Epoxy, Thermoplastic, Spray Thermoplastic and Multi-Component)			
Specified Width (inches)	Actual Width (inches)	Distance (D) the width is deficient in any 1-mile section (feet)	Deduction-Removal
4	3 ¾ to 4	$D \leq 50$	No deduction.
4	3 ¾ to 4	$50 < D < 300$	20% deduction of the contract line item for the entire 1-mile section.
4	3 ¾ to 4	$D > 300$	Remove and replace
6	5 ¾ to 6	$D \leq 50$	No deduction.
6	5 ¾ to 6	$50 < D < 300$	20% deduction of the contract line item for the entire 1-mile section.
6	5 ¾ to 6	$D > 300$	Remove and replace

Type of Material	Color	Retroreflectivity reading (R) in a 1-mile section (millicandelas)	Deduction of the contract line item for the entire 1-mile section
Cold Plastic	White	$225 \leq R < 250$	15%
		$200 \leq R < 225$	25%
	Yellow	$150 \leq R < 175$	15%
		$125 \leq R < 150$	25%
Patterned Cold Plastic	White	$475 \leq R < 500$	15%
		$450 \leq R < 475$	25%
	Yellow	$275 \leq R < 300$	15%
		$250 \leq R < 275$	25%
Epoxy or Multi-Component	White	$375 \leq R < 400$	15%
		$325 \leq R < 375$	25%
	Yellow	$275 \leq R < 300$	15%
		$225 \leq R < 275$	25%
High Durability Tape	White	$225 \leq R < 250$	15%
		$200 \leq R < 225$	25%
	Yellow	$150 \leq R < 175$	15%
		$125 \leq R < 150$	25%
Thermoplastic, Preformed Thermoplastic or Spray Thermoplastic	White	$325 \leq R < 350$	15%
		$300 \leq R < 325$	25%
	Yellow	$225 \leq R < 250$	15%
		$200 \leq R < 225$	25%

*Retroreflectivity readings used for calculating the deduction will be taken from reading required in TABLE 806.1.

Specified Width (inches)	Actual Width (inches)	Distance (D) the width is deficient in any 1-mile section (feet)	Deduction
4	3 ¾ to 4	$D \leq 50$	No deduction.
4	3 ¾ to 4	$50 < D < 300$	20% deduction of the contract line item for the entire 1-mile section.
4	3 ¾ to 4	$D > 300$	Remove and replace.
6	5 ¾ to 6	$D \leq 50$	No deduction.
6	5 ¾ to 6	$50 < D < 300$	20% deduction of the contract line item for the entire 1-mile section.
6	5 ¾ to 6	$D > 300$	Remove and replace.

TABLE 806-8: DURABLE PAVEMENT MARKING RETROREFLECTIVITY DEDUCTION (Wet Weather)			
Type of Material	Color	Retroreflectivity reading (R) in a 1-mile section (millicandelas)	Deduction of the contract line item for the entire 1-mile section
Multi-Component	White	$375 \leq R < 400$	15%
		$350 \leq R < 375$	25%
	Yellow	$275 \leq R < 300$	15%
		$250 \leq R < 275$	25%
Patterned Cold Plastic	White	$475 \leq R < 500$	15%
		$450 \leq R < 475$	25%
	Yellow	$275 \leq R < 300$	15%
		$250 \leq R < 275$	25%

*Retroreflectivity readings used for calculating the deduction will be taken from reading required in **TABLE 806-5**.

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**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

REQUIRED CONTRACT PROVISION

**SPECIFIC EQUAL EMPLOYMENT
OPPORTUNITY CONTRACTUAL REQUIREMENT**

1. General:

Equal employment opportunity requirements to NOT discriminate and to take affirmative action to assure equal employment opportunity shall apply to all Contractors, subcontractors and suppliers who have a contract, subcontract or purchase order that equals or exceeds \$10,000.

A. Federal Aid Projects

The specific affirmative action requirements for these contracts are imposed pursuant to 41 CFR Part 60-1, 60-250, 60-741, 23 CFR Parts 633 and 230, FHWA Form 1273 and the Americans With Disabilities Act of 1990.

B. State Funded Projects

The specific affirmative action requirement for these contracts are imposed pursuant to the Kansas Act Against Discrimination, K.S.A. 44-1001 et seq. as amended and the rules and regulations promulgated thereunder.

The Contractor agrees: (a) to comply with the Kansas Act Against Discrimination (K.S.A. 44-1001 et seq.); the Kansas Age Discrimination in Employment Act (K.S.A. 44-1111 et seq.) and the applicable provisions of the Americans With Disabilities Act (42 U.S.C. 12101 et seq.)(ADA) and to not discriminate against any person because of race religion, color, sex, disability, national origin or ancestry, or age in the admission or access to, or treatment or employment in, its programs or activities; (b) to include in all solicitations or advertisements for employees, the phrase "equal opportunity employer"; (c) to comply with the reporting requirements set out at K.S.A. 44-1031 and K.S.A. 44-1116; (d) to include those provisions in every subcontract or purchase order so that they are bind upon such subcontractor or vendor; (e) that a failure to comply with the reporting requirements set forth herein or if the Contractor is found guilty of any violation of such acts by the Kansas Human Rights Commission, such violation shall constitute a breach of contract and the contract may be cancelled, terminated or suspended, in whole or in part, by the Kansas Department of Transportation (KDOT) or the Kansas Department of Administration; (f) if it is determined that the Contractor has violated applicable provisions of ADA, such violation shall constitute a breach of contract and the contract may be cancelled, terminated or suspended, in whole or in part, by the KDOT or the Kansas Department of Administration. The provisions of this paragraph, with the exception of those relating to the ADA, are not applicable to a Contractor who employs fewer than four employees during the term of such contract or whose contracts with KDOT cumulatively total \$5,000 or less during the fiscal year.

2. Equal Employment Opportunity (EEO) Policy:

A. The Contractor will accept as a minimum operating policy the following statement:

"It is the policy of this company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, age, sex, color, disability, national origin, or veteran status. Such action shall include: employment, upgrade, demotion, transfer, recruitment, recruitment advertising, layoff, termination, wages, benefits, and selection for training including preapprenticeship, apprenticeship and on the job training."

All other EEO requirements will need to be incorporated by each Contractor into their policy.

B. Annually the Contractor will send to the KDOT Office of Civil Rights (OCR) one copy of the company's EEO policy signed and dated by the company's Policy Officer. The EEO Policy must be approved by the KDOT before the award of a contract, subcontract or purchase order over \$10,000. Contractors are encouraged to submit their policies for approval before bidding projects so as not to delay contract or subcontract award. Firms with more than 50 employees must also submit an Affirmative Action (AA) plan.

C. To comply with requirements of TEA 21, all Contractors and subcontractors must annually provide information on the firm's age, gross receipts, and work type. This information will be due on the same date as the EEO policy, and is required before a Contractor can perform work.

3. Contents of EEO Policy/AA Plan:

A. The minimum operating statement listed in 2.A and additions designated by the company to comply with all relevant laws.

B. The designation of the EEO Officer responsible and capable of effectively administering and promoting an active EEO program and the designation of the full authority to do so.

C. The company's recruitment policy with specific actions to be taken for the coming year, relevant to the current work force.

D. Certification that the Contractor does not maintain or permit any segregation of its facilities and that no employee will be denied access to any facility based on sex or disability.

E. The company's training and promotion policy to upgrade the skills of minorities and women.

F. The Company's personnel actions in regard to job site inspection, wages, benefits, transfers, demotions, layoffs, terminations, promotions, new hires and upgrades, and the company's complaint procedure.

4. Dissemination of EEO Policy /AA Plan:

A. All members of the Contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the Contractor's EEO policy and contractual responsibilities to provide equal employment opportunity in each grade and classification of employment. To confirm that the above agreement will be met, the following actions will be taken and documented as a minimum:

(1) Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the Contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

(2) All new supervisory or personnel employees will be given a thorough indoctrination by the EEO Officer or other knowledgeable company official, covering all major aspects of the Contractor's equal employment opportunity obligations within thirty days following reporting for duty with the Contractor.

(3) All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer or appropriate company official in the Contractor's procedures for locating and hiring minority group employees.

B. In order to make the Contractor's EEO policy known to all employees, prospective employees and potential sources of employees, i.e., schools, employment agencies, labor unions (where appropriate), college placement officers, etc., the Contractor will take the following actions:

(1) Notices and posters setting forth the Contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

(2) The Contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by meetings, employee handbooks, and other appropriate means. Meetings should be conducted periodically and documented to confirm new employees are included.

5. Unions:

If the Contractor relies in whole or in part upon unions as a source of employees, the Contractor will use best efforts to obtain the cooperation of such unions to increase opportunities for minorities and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the Contractor either directly or through a Contractor's association acting as agent will include the procedures set forth below:

A. The Contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

B. The Contractor will use best efforts to incorporate an equal employment opportunity clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, age, sex, disability, national origin, or veteran status.

C. The Contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the Contractor, the Contractor shall so certify to the KDOT and shall set forth what efforts have been made to obtain such information.

D. In the event the union is unable to provide the Contractor with a reasonable flow of minority and female referrals within the time limit set forth in the collective bargaining agreement, the Contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, age, sex, disability, national origin, or veteran status; making full efforts to obtain qualified and/or qualifiable minority group members and women. (The U.S. Department of Labor has held that it shall be no excuse that the union with which the Contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees). In the event the union referral practice prevents the Contractor from meeting the obligations pursuant to Executive Order 11246, as amended, for federal or federal-aid construction projects, and these special provisions, such Contractor shall immediately notify the KDOT.

6. Subcontracting:

The Contractor, when seeking to subcontract a portion of the work on this project, is required to take affirmative action to consider DBEs as potential subcontractors. In the event assistance is needed to locate or obtain a list of potential DBEs, the KDOT's Plans and Proposals Section and the OCR may be contacted.

"Disadvantaged Business Enterprises" are businesses which have been certified as disadvantaged by the OCR and are listed in the current DBE directory which is also available at www.ksdot.org.

The Contractor will certify on DOT Form 260 that all EEO provisions applicable to this contract are included in all subcontracts.

The Contractor will exert concerted efforts to train and develop DBEs by providing direct assistance in such areas as preparing quotations, understanding highway construction plans and standard specifications applicable to the portion(s) of the work to be subcontracted, and familiarizing DBEs with business practices and other actions which will facilitate their development into viable highway construction Contractors.

By making systematic written and verbal contact with DBEs likely to have an interest in highway construction work, the Contractor will make every effort to solicit DBE subcontractor quotes. Additionally, the Contractor will not restrict DBEs in the furnishing of subcontractor quotes to any other bidder/Contractor who may be preparing bid proposals for submission on this Contract.

In order to afford DBEs an opportunity to participate as subcontractors on portions of the work to be subcontracted, it is required that itemized quantities and particular incidentals to such work be furnished to DBEs in order to solicit quotes for prospective subcontractors. Bid solicitation should be directed only to those Contractors whose specialties and skills encompass those bid quantities for which bids are being solicited.

The Contractor will affirmatively solicit the interest, capabilities, and prices of DBEs and document results of such solicitation in detail. The Contractor fully understands that requests for Approval of Subcontractor (DOT Form 259) submitted to the KDOT for approval may be denied if such affirmative action cannot be demonstrated when requested. When requested to establish evidence of affirmative action being taken, the prime Contractor shall provide:

A. Copies of letters and requests for bids sent to potential DBEs and of certified mail receipts.

B. Copies of letters and bid quotes received from DBEs. Copy of the letter and bid quote received from the subcontractor for whom the Request for Approval is submitted, if the subcontractor is not a DBE.

7. Required Notices and Posters:

A. Required on State Funded and Federal-Aid Projects:

1. Unemployment Insurance Notice K-CNS 405
2. Workers Compensation Law K-WC 40
3. Kansas Equal Opportunity
4. Child Labor K-ESLR 100

B. Required on Federal-Aid Projects Only:

1. Contractor's EEO Policy and Contact Number for EEO Officer
2. Wage Rate Information FHWA 1495 and 1495A
3. Wage and Hour Posters WH 1321 and WH 1088
4. Fraud Notice FHWA 1022
5. Equal Opportunity Poster
6. Job Safety and Health Poster OSHA 3165 and 3167
7. Contract Wage Rates
8. Family Medical Leave Act WH 1420
9. Polygraph WH 1462
10. Government Contracts WH 1313

8. Noncompliance with EEO/AA Requirements:

A. KDOT will not award a contract, approve a subcontract or sign a purchase order until the required EEO/AA policy has been submitted to and approved by the KDOT Civil Rights Administrator in the OCR.

B. If discrimination, harassment or a hostile work environment exists on any project, the KDOT will take every action needed to confirm the problem is corrected in a timely manner. KDOT will also monitor the project to determine if retaliation is taken against any employee who files a complaint.

C. Contract Compliance reviews are conducted by OCR on selected federal aid contracts. A Contractor can expect to be reviewed once every three years or more often if any deficiencies had been previously found. During a Compliance Review all areas listed previously in items 2-7 will be verified for compliance. *The compliance review is the Contractor's ONLY opportunity to provide documentation of ALL efforts undertaken to meet or exceed all EEO/AA requirements of the contract. It is IMPORTANT that all relevant documentation be provided at this time. During any subsequent appeal process new documentation not previously submitted to the OCR will NOT be considered in the appeal.* A deficiency occurs when the Contractor fails to comply with a requirement and/or fails to document every good faith effort to comply. A Voluntary Corrective Action Plan (VCAP) is required to correct certain deficiencies that do not directly affect a protected group or result in discrimination. A follow up review is conducted to confirm that the VCAP was enacted and determine if it is effective.

D. When a Contractor's action or inaction adversely affects a protected group member (discrimination) or when a Contractor has failed to provide written documentation of every good faith effort to provide equal opportunity and to take affirmative action, these procedures will follow:

- (1) For the first documented occurrence of such a deficiency the OCR will discuss the deficiency with the Contractor's representative during the compliance meeting or at an exit conference held shortly after the compliance meeting. Within 15 days a written notice of a show cause hearing is sent to the Contractor. The show cause hearing is an informal hearing providing the Contractor's opportunity to submit a Corrective Action Plan (CAP) for the immediate correction of the noted deficiency and to eliminate any future reoccurrence. The hearing is chaired by the Chief of the Bureau of Construction and Maintenance

and attended by a staff of OCR and an FHWA representative. KDOT (the Chief of the Bureau of Construction and Maintenance and the Civil Rights Administrator) must approve and the FHWA representative must concur that the CAP will achieve compliance before it is accepted.

(2) For the second documented occurrence of the same deficiency within 3 years the OCR will discuss the deficiency with the Contractor's representative during the compliance meeting or at an exit conference held shortly after the compliance meeting. Within 15 days the KDOT Compliance Review Committee consisting of the Chief of the Bureau of Construction and Maintenance, the Director of Operations and the District Engineer will review the Contractor's documentations and the findings of the OCR and either concur or disagree with those findings. Upon concurrence by the Compliance Review Committee a notification of monetary assessment will be sent to the Contractor with a copy to KDOT's Prequalification Committee and the field office, and the assessment will begin on the date of the letter. As noted above, *the Contractor's opportunity to document every good faith effort is during the compliance review.* The applicable monetary assessments are listed in Table 1. The assessment will be collected for a minimum of five days or so long as the Contractor remains in non compliance.

(3) For the third documented occurrence of the same deficiency within 3 years of the second deficiency the OCR will discuss the deficiency with the Contractor's representative during the compliance meeting or at an exit conference held shortly after the compliance meeting. Within 15 days the KDOT Compliance Review Committee consisting of the Chief of the Bureau of Construction and Maintenance, the Director of Operations and the District Engineer will review the Contractor's documentations and the findings of the staff of OCR and either concur or disagree with those findings. Upon concurrence the Compliance Review Committee sets a debarment period of up to six months and notification is sent to the Contractor, KDOT's Prequalification Committee and other interested agencies. During the debarment period the Contractor will not be eligible to request KDOT plans, submit a bid as prime or subcontractor or otherwise acquire new work on KDOT projects. Any work currently in progress can be completed.

(4) For the fourth documented occurrence of the same deficiency within 3 years of the third deficiency the OCR will discuss the deficiency with the Contractor's representative during the compliance meeting or at an exit conference held shortly after the compliance meeting. Within 15 days the KDOT Compliance Review Committee consisting of the Chief of the Bureau of Construction and Maintenance, the Director of Operations and the District Engineer will review the Contractor's documentations and the findings of the OCR and either concur or disagree with those findings. Upon concurrence the Compliance Review Committee sets a debarment period of one year and notification is sent to the Contractor, KDOT's Prequalification Committee and other interested agencies. During the debarment period the Contractor will not be eligible to request KDOT plans, submit a bid as prime or subcontractor or otherwise acquire new work on KDOT projects. Any work currently in progress can be completed.

(5) The Contractor may request an appeal to the KDOT Compliance Appeal Board (CAB) within five days of the receipt of the notice of assessment or debarment (2, 3 or 4 above). The request is made to the Deputy Secretary for Engineering & State Transportation Engineer (Deputy Secretary) who chairs the CAB. The two other members include one member named by the Deputy Secretary and one member named by the Contractor within 5 days of the appeal request. A date and time will be set by the Deputy Secretary for hearing the appeal and will notify the Contractor, FHWA, KDOT's Civil Rights Administrator and the CAB members. The CAB reviews the documents previously submitted by the Contractor and the previous decision of the Compliance Review Committee. The Contractor presents verbal or written statements to the CAB as to why they disagree with the finding of noncompliance. *The CAB cannot consider any new documentation at this time because its purpose is to concur or disagree with the findings previously made.* The Deputy Secretary will advise the Secretary of Transportation of the decision of the CAB and the final administrative decision will be issued by the Secretary and made known to all concerned parties. During the appeal process the Contractor is not relieved from taking corrective action to eliminate noted deficiencies and the sanction imposed remains in place pending the decision.

TABLE 1		
SCHEDULE OF DAILY MONETARY ASSESSMENTS		
Original Contract Amount Range		Amount of Assessment to be Deducted for Each Day of Non-Compliance
\$0.00	\$100,000.00	\$200.00
\$100,000.01	\$500,000.00	\$400.00
\$500,000.01	\$1,000,000.00	\$800.00
\$1,000,000.01	\$2,500,000.00	\$1,000.00
\$2,500,000.01	\$5,000,000.00	\$1,500.00
\$5,000,000.01	\$10,000,000.00	\$2,000.00
\$10,000,000.01	\$25,000,000.00	\$2,500.00
Over \$25,000,000.01		\$3,000.00

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**ERRATA SHEET FOR STANDARD SPECIFICATION BOOK FOR STATE
ROAD AND BRIDGE CONSTRUCTION, EDITION 2015**

**SECTION 101
DEFINITIONS AND TERMS**

Page 100-4, subsection 101.3. Add the following:

ELECTRONIC DESIGN FILES - One or more of the following files that KDOT furnishes to the Contractor in electronic form:

- Base file (plan view of entire project length);
- Cross Section Stack files (vertical layout of cross sections);
- Existing Ground Survey (existing ground contours in three-dimensions);
- Cross Section Sheet Files (final cross section sheets)
- Vertical Alignment description files
- Existing & Proposed Horizontal Alignment description files
- Cross Section Report files
- Superelevation description files
- Existing and Proposed Three-Dimensional Surfaces
- Three-Dimensional Line String File

These files are not considered Contract Documents or Exploratory Work Documents.

Page 100-6, subsection 101.3, delete the definition for MEDIAN, and replace with the following:

Median - The area between the inside edges of pavement of two parallel roadways (including the inside shoulders).

Page 100-6, subsection 101.3. Delete the definition for PART V, and replace with the following:

Part V (2018 version) of the KDOT Construction Manual which primarily refers to materials and tests for materials used in the project. Part V (2018 version) is a Contract Document.

**SECTION 105
CONTROL OF WORK**

Page 100-42, subsection 105.9, add the following:

e. Timely Submittal. Provide subcontractor approval forms to the Field Engineer at least 5 business days prior to subcontractor starting work. If the Contractor desires the subcontractor approval forms to be reviewed in less than 5 business days, notify the Field Engineer that the time for review and approval is critical. While KDOT will attempt to accommodate the Contractor's time frame, KDOT makes no guarantee that KDOT will complete the review process in less than 5 business days.

f. Timely Review. Within 5 business days after the Contractor has provided subcontractor approval forms to the Field Engineer, the Field Engineer will review and either approve or reject the subcontractor approval forms. If rejected, correct and resubmit revised subcontractor approval forms for the Engineer's approval. Allow the Field Engineer a reasonable time (or "at least 5 business days") for subsequent review and approval. The Contractor assumes all risk of delay incurred for revisions and the Engineer's review of these revisions.

**SECTION 152
HAULING AND WEIGHING EQUIPMENT**

Page 150-4, subsection 152.2, second paragraph:

- The weighing devices shall be accurate to within 0.50% throughout the range of use.

**SECTION 154
CONCRETE PAVEMENT AND CONCRETE STRUCTURE EQUIPMENT**

Page 150-9, delete subsection 154.3 Subgrade Trimmers.

**SECTION 155
ASPHALT SURFACING AND ASPHALT RECYCLING EQUIPMENT**

Page 150-14, delete subsection 155.6b.(2)(b) and replace with the following:

(b) Reclaimed Asphalt Pavement (RAP) Material Conveyor. If the plant is used for recycling, a dual weighing system is required to control delivery of virgin aggregate and RAP material to the drum. Equip the system with interlocking mechanisms that shall accurately deliver virgin aggregates and RAP material in proper proportions. Belt scales for the RAP material shall comply with **subsection 155.6b.(2)**.

**SECTION 157
OTHER EQUIPMENT**

Page 150-19, add the following:

157.4 SUBGRADE TRIMMERS

Use a standard manufacture rotary drum subgrade trimmer that is automatically controlled (from a reference system) in regard to both line and grade.

**SECTION 205
EXCAVATION AND EMBANKMENT FOR HIGHWAYS**

Page 200-18, subsection 205.4j., delete the tenth paragraph on the page (Where a grass median...) and replace with the following:

Where grass is to be planted, do not place any rock excavation material or shale in the top 18 inches of the area. Construct the top 18 inches with earthen material suitable for growth of vegetation.

**SECTION 214
MECHANICALLY STABILIZED EARTH FILL**

Page 200-29, subsection 214.2e. replace "ASTM A82" with " ASTM A1064" throughout entire subsection.

**SECTION 501
PORTLAND CEMENT CONCRETE PAVEMENT**

Page 500-4, subsection 501.3, delete third line and replace with the following:

Reinforcing SteelDIV 1600/SEC 711

**SECTION 502
 PORTLAND CEMENT CONCRETE PAVEMENT**

Page 500-23, subsection 502.3, delete third line and replace with the following:

Reinforcing SteelDIV 1600/SEC 711

**SECTION 601
 ASPHALT APPLICATION TEMPERATURES**

Page 600-1, subsection 601.1, delete TABLE 601-1 and replace with the following:

TABLE 601-1: ASPHALT APPLICATION TEMPERATURES				
TYPE AND GRADE	TEMPERATURE RANGE (°F)			
	Spraying		Plant Mixing	
	Min.	Max.	Min.	Max.
Asphalt Binder	275	340	*	*
Cutback Asphalt, MC 30	88	125	88	125
Cutback Asphalt, MC & RC 70 & 250	125	200	125	200
Cutback Asphalt, MC & RC 800 & 3000	150	250	150	250
Asphalt Rejuvenating Agent, ARA	70	150	70	150
Emulsified Asphalt, CRS-1H, RS-1H, SS-1HP, CMS-1, MS-1, HFMS-1, RS-1HP, CRS-1HP	100	180	100	180
Emulsified Asphalt, SS-1H, CSS-1H	None	150	None	150
Emulsified Asphalt, CSS-1HM, CSS-Special	None	120	None	120
EBL	120	180	NA	NA

* Use the Producer's recommended mixing temperature range.

**SECTION 605
 SURFACE RECYCLED ASPHALT CONSTRUCTION**

Page 600-43, delete subsection 605.3e.(2) and replace with the following:

(2) Operation Number 2. Use an asphalt paver equipped with automatic grade control to spread and finish the amount specified of the new asphalt surface material. **SECTIONS 601 and 602** apply. If a HMA overlay is included in the contract, place the HMA and surface recycle concurrently without remixing or blending the two.

**SECTION 608
 CHIP SEALS**

Page 600-50, subsection 608.3e., delete the first paragraph and replace with the following:

Immediately following the application of the asphalt material, spread cover material with a self-propelled aggregate spreader in quantities designated in the Contract Documents. Operate the aggregate spreader and haul trucks delivering material to the spreader at a speed less than or equal to 5 miles per hour. The tires of the trucks or aggregate spreaders shall not come in contact with the fresh asphalt material at any time.

Page 600-50, subsection 608.3f., delete TABLE 608-1 and replace with the following:

TABLE 608-1: RATES OF APPLICATION FOR CHIP SEAL				
Type	Composition	Aggregate Cu. Yd./Mile 24 foot width*	Asphalt Material Gal/Sq. Yd. Residue*	Asphalt Type**
CM-A	Sand-Gravel	105	0.20	CRS-1H/CRS-1HP
CM-B	Sand-Gravel	135	0.23	CRS-1H/CRS-1HP
CM-D	Crushed Sandstone	145	0.27	CRS-1H/CRS-1HP or RS-1H/RS-1HP
CM-K	Limestone	140	0.24	RS-1H/RS-1HP
CM-L-1	Lightweight	85	0.17	CRS-1H/CRS-1HP
CM-L-2	Lightweight	115	0.26	CRS-1H/CRS-1HP
CM-L-3	Lightweight	150	0.30	CRS-1H/CRS-1HP

*Rates shown are estimated and will be adjusted to comply with actual field conditions.

** The required asphalt type will be listed in the contract. Asphalt type may be changed with approval of the DME.

**SECTION 615
 SAW AND SEAL JOINTS (HMA OVERLAY)**

Page 600-92, subsection 615.3b., delete the third paragraph and replace with the following:

Configure the joints according to FIGURE 615-1 or 615-2 within 1 inch horizontally above the existing joint.

**SECTION 704
 PILING**

Page 700-20, subsection 704.4e.(1), delete the 6th bullet and replace with the following:

- Restrike for 20 blows or until the pile penetrates an additional 4 inches, whichever comes first. Record the penetration for every 5 blows. In the event the pile movement is less than ½ inch during the restrike, the restrike may be terminated after 10 blows.

Page 700-20, subsection 704.4e.(2), delete the last bullet and replace with the following:

- The Test Pile is then immediately restruck with the warmed-up hammer for 20 blows or until the pile penetrates an additional 4 inches, whichever comes first. Record the penetration for every 5 blows. In the event the pile movement is less than ½ inch during the restrike, the restrike may be terminated after 10 blows.

**SECTION 714
 PAINTING STRUCTURAL STEEL**

Page 700-68, subsection 714.3e., delete the second paragraph and replace with the following:

Unless noted otherwise in the Contract Documents, use a waterborne acrylic, brown finish coat color equivalent to Federal Standard No. 595a, Color No. 20045.

**SECTION 717
 BRIDGE OVERLAYS**

Page 700-93, subsection 717.3g., third paragraph, second sentence, delete "7-day" and replace with "required".

**SECTION 729
MULTI-LAYER POLYMER CONCRETE OVERLAY**

Page 700-109, delete subsection 729.3a. and replace with the following:

a. General. Wet cure concrete on new bridge decks for 14 days and allow the deck to dry for 14 days before applying the overlay.

Portland cement concrete patches require a minimum cure period of 14 days before application of the overlay.

**SECTION 731
AREA PREPARED FOR PATCHING
(EXISTING CONCRETE BRIDGE DECKS)**

Page 700-119, delete subsection 731.3d. and replace with the following:

d. Bridge Decks That Receive a Multi-Layer, Single-Layer or Slurry Polymer Concrete Overlay.

(1) Polymer concrete materials may be used for patching of the concrete bridge deck.

For shallow patches, 3 inches maximum depth, polymer concrete overlay resin and FA-C aggregate, **TABLE 1102-6**, may be used.

For deep patches, greater than 3 inches polymer concrete overlay resin with an approved MA-3 or MA-4 aggregate, **TABLE 1102-3**, may be used.

The slurry polymer concrete system may be used for shallow patching and where a bar is considered bonded by the Engineer, even if less than ½ the bar depth is embedded in concrete (**subsection 731.3a.(2)(a)**).

Mix and cure all patching according to manufacturer/supplier's recommendations.

(2) A Rapid Set Concrete Patching Material, compatible with the overlay may be used for patching the concrete bridge deck.

(3) Strike off patches to a level approximately ¼ inch below the top of the original concrete deck.

**SECTION 735
PRECAST REINFORCED CONCRETE BOX**

Page 700-125, subsection 735.1, in the DESIGN subsection delete "For fill height less than or equal to 3 feet..." and associated 4 bullets.

**SECTION 736
PRECAST CULVERTS**

Page 700-130, subsection 736.2f., replace "SCA-5" with "UD-2".

**SECTION 808
REMOVAL OF EXISTING PAVEMENT MARKINGS**

Page 800-32, delete subsection 808.3a. and replace with the following:

a. Removal of Existing Stripes and Symbols. Completely remove the existing pavement markings and symbols without damaging the asphalt or concrete pavement surface or longitudinal and transverse joints. Waterblasting will be allowed for removal of markings on asphalt and concrete surfaces on a performance basis.

As the work progresses, remove all material deposited on the pavement as a result of the removal operations. Continuously remove all residue and dust, especially in areas near the traveling public.

When replacement of the removed existing markings is a part of the Contract Documents, follow the manufacturer's requirements for the new pavement markings as to the method of removal of the existing markings, or surface preparation requirements.

**SECTION 810
INERTIAL BARRIER SYSTEM**

Page 800-35, delete subsection 810.1 and replace with the following:

810.1 DESCRIPTION

Install and relocate inertial barrier systems (IBS) as shown in the Contract Documents. Stockpile the replacement modules at the project site.

<u>BID ITEMS</u>	<u>UNITS</u>
Inertial Barrier System (*)	Each
Replacement Modules (IBS) *Type TL-2 or TL-3	Each

Page 800-35, subsection 810.4, delete last paragraph and replace with the following:

Payment for "Inertial Barrier System" and "Replacement Modules (IBS)" at the contract unit prices is full compensation for the specified work.

**SECTION 811
IMPACT ATTENUATOR**

Page 800-36, subsection 811.1, delete the bid items and replace with the following:

<u>BID ITEMS</u>	<u>UNITS</u>
Impact Attenuator (*) *Type (TL-2, TL-3 or Severe Duty)	Each
Impact Attenuator (Temporary) (**) Replacement Modules (Impact Attenuator) **Type (TL-2 or TL-3)	Each Each

Page 800-37, subsection 811.4, delete the last paragraph and replace with the following:

Payment for "Impact Attenuator (Temporary)" and "Replacement Modules (Impact Attenuator)" at the contract unit price is full compensation for the specified work.

**SECTION 813
RUMBLE STRIPS (MILLED)**

Page 800-43, subsection 813.1, delete bid item Rumble Strips (Milled) (*) (Edgeline).

Page 800-43, delete subsection 813.3d.

Page 800-43, subsection 813.4, delete third paragraph.

Page 800-43, subsection 813.4, fifth paragraph, delete "Rumble Strips (Milled) (*) (Edgeline)".

**SECTION 814
ELECTRIC LIGHTING SYSTEM AND TRAFFIC SIGNALS**

Page 800-44, subsection 814.1, add the following Bid Item:

<u>BID ITEMS</u>	<u>UNITS</u>
Flashing Beacon System	Lump Sum

Page 800-47, subsection 814.3 add the following:

q. Flashing Beacon System. Install flashing beacon systems as shown in the Contract Documents.

Page 800-47, add the following to subsection 814.4:

The Engineer will measure flashing beacon system by the lump sum.

The Payment for "Flashing Beacon System" at the contract unit price is full compensation for the specified.

**SECTION 816
ADJUSTMENT OF INLETS, MANHOLES AND OTHER EXISTING STRUCTURES**

Page 800-50, subsection 816.1, add the following Bid Items:

<u>BID ITEMS</u>	<u>UNITS</u>
Adjustment of Existing Structure	Each
Adjustment of Junction Box	Each
Adjustment of Fire Hydrant	Each

Page 800-50, subsection 816.4, delete the third paragraph and replace with the following:

The Engineer will measure the adjustment of existing structures as shown in the Contract Documents. The Engineer will measure each adjustment of junction box and fire hydrant.

Page 800-50, subsection 816.4, delete the last sentence and replace with the following:

Payment for "Adjustment of Catch Basins", "Adjustment of Curb Inlets", "Adjustment of Manholes", "Structural Steel", "Cast Steel", "Cast Iron" "Adjustment of Meter Box (*)", "Adjustment of Valve Box (*)", "Adjustment of Existing Structures", "Adjustment of Junction Box" and "Adjustment of Fire Hydrant" at the contract unit prices and "Adjustment of Manholes" at the contract set price is full compensation for the specified work.

**SECTION 824
CONCRETE SIDEWALKS, STEPS AND RAMPS**

Page 800-67, subsection 824.2, delete third material listing and replace with the following:

Masonry Bricks Compliant with PROWAG SECTION 1301

Page 800-68, subsection 824.3e.(1), change all refences from "Paving Brick(s)" to "Masonry Brick(s)".

**SECTION 827
GUARDRAIL AND GUIDEPOSTS**

Page 800-76, subsection 827.4, delete the fifth paragraph and replace with the following:

The Engineer will measure temporary guardrail by the linear foot.

**SECTION 828
FENCING**

Page 800-80, delete subsection 828.3p. and replace with the following:

p. Erection of Single Wire Cable Fence. Construct single wire cable fence as shown in the Contract Documents. Set all required posts as shown in the Contract Documents by driving or drilling and backfilling. Use metal posts.

Page 800-80, delete the second paragraph and replace with the following:

The Engineer will measure single wire cable fence by the linear foot. Line posts are subsidiary to single wire cable fence.

**SECTION 850
SEPARATION GEOTEXTILE**

Page 800-116, subsection 850.2, delete the first sentence and replace with the following:

Provide a woven or non-woven geotextile that complies with SECTION 1710 and is contained on PQL-48 as a Class 1 geotextile.

**SECTION 855
SOLID INTERLOCKING PAVING UNITS (PAVING BRICKS)**

Page 800-129, subsection 855.2, change reference to "DIVISION 300" to "SECTION 1304".

**SECTION 1106
AGGREGATES FOR GRANULAR BASE**

Page 1100-19, subsection 1106.2c.(1). In TABLE 1106-1 for the No. 8 sieve, change "70" to "80".

**SECTION 1108
AGGREGATES FOR COVER MATERIAL**

Page 1100-25, subsection 1108.2c.(2). In TABLE 1108-1 for Minimum Gradation Factor, change "4.00" to "3.90".

**SECTION 1113
AGGREGATES FOR SHOULDER CONSTRUCTION**

Page 1100-34, subsection 1113.2b., delete the third bullet, and Note 4.

**SECTION 1203
EMULSIFIED ASPHALT**

Page 1200-7, delete TABLE 1203-1 and replace with the following:

TABLE 1203-1: SPECIFICATIONS FOR ANIONIC EMULSIFIED ASPHALT								
	RS-1H/ RS-1HP		SS-1H		MS-1		SS-1HP	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Viscosity, Saybolt Furol								
At 77°F, sec.	----	----	10	100	----	----	10	75
At 122°F, sec.	75	300	----	----	100	400	----	----
Residue by Distillation, (% by Mass).....	65	----	57	----	65	----	57	----
Oil Distillate, (% by Volume) . .	----	----	----	----	----	8	----	----
Storage Stability, % ¹	----	1	----	1	----	1	----	----
Demulsibility:								
35 ml of 0.02 N CaCl ₂ , % . .	60	----	----	----	----	----	----	----
50 ml of 0.1 N CaCl ₂ , % . .	----	----	----	----	75	----	----	----
Sieve Test, % Retained.	----	0.50	----	0.50	----	0.50	----	0.1
Tests on Distillation Residue:								
Penetration, 77°F, 100g, 5 sec.	75	150	75	125	300	----	75	150
Solubility, %	97.5 ³	----	97.5	----	97.5	----	----	----
Ductility, 77°F, mm.	800	----	800	----	----	----	----	----
Ductility, 39.2°F, mm	----	----	----	----	----	----	100	350
Elastic Recovery @ 50°F, 20 cm elongation, %	60 ²	----	----	----	----	----	25	----

¹ If the Contractor's storage tanks are equipped with a mechanical propeller type agitation device, and the entire contents of the tank are thoroughly mixed before each day's use, the requirement for satisfactory compliance with the storage stability test will be waived.

² RS-1HP only

³RS-1H only

Page 1200-8, delete TABLE 1203-2 and replace with the following:

TABLE 1203-2: SPECIFICATIONS FOR CATIONIC EMULSIFIED ASPHALT								
	CRS-1H/ CRS-1HP		CSS-1H/ CSS-1HM		CMS-1		CSS-Special	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Viscosity, Saybolt-Furol:								
At 77°F, sec.	----	----	10	60	----	----	----	----
At 122°F, sec.	75	300	----	----	100	400	----	----
Residue by Distillation, (% by Mass).....	65	----	57	----	65	----	64.0 ¹	66.0 ¹
Oil Distillate, (% by Volume).	----	3	----	----	----	8	----	0.5
Storage Stability, %	----	1	----	1	----	1	----	----
Sieve Test, % Retained.	----	0.50	----	0.50	----	0.50	----	0.1
Tests on Distillation Residue:								
Penetration, 77°F, 100g, 5 sec	75	150	50	100	300	----	-25% ²	+25% ²
Solubility, %	97.5 ⁴	----	97.5	----	97.5	----	----	----
Ductility, 77°F, mm.	800	----	800	----	----	----	----	----
Viscosity, Saybolt-Furol, 180°F, sec.	----	----	----	----	300	700	----	----
Elastic Recovery @50°F, 20 cm elongation, %	60 ³	----	----	----	----	----	----	----

¹ Use modified AASHTO T 59 procedure – distillation temperature of 350°F with a 20-minute hold.
² Penetration will be determined by the producer and submitted to the Chief Chemist at the time of prequalification.
³ CRS-1HP only
⁴ CRS-1H/CSS-1H only

**SECTION 1206
 POLYMER MODIFIED ASPHALT CEMENT FOR CHIP SEALS**

Page 1200-12, delete this entire section.

**SECTION 1207
 WARM MIX ASPHALT ADDITIVES**

Page 1200-13, delete subsection 1207.5b. and replace with the following:

- b. WMA additives.**
 (1) Prequalification as specified in **subsection 1207.4.**
 (2) Field observation of WMA production.

**SECTION 1405
 BURLAP**

Page 1400-6, delete subsection 1405.5 and replace with the following:

1405.5 BASIS OF ACCEPTANCE

- a.** New burlap will be accepted on the basis of a visual inspection for compliance with AASHTO M 182.
- b.** Used burlap will be accepted on the basis of a visual inspection for compliance with AASHTO M 182 and **subsection 1405.2b** above.

**SECTION 1502
COLD APPLIED CHEMICALLY CURED JOINT SEALANT**

Page 1500-3, delete subsection 1502.4c. and replace with the following:

c. Prequalified List. The Bureau of Construction and Materials will include products complying with **subsection 1502.2** on a prequalified list. Failure of any field installation in less than the anticipated life will be cause for removal of the product from prequalified status. Products removed from prequalified status will be considered for re-qualification if the manufacturer can provide evidence that the cause of failure has been positively identified, and necessary formulation changes and quality control measures have been implemented to eliminate that cause. Even if there is no formulation change, re-prequalify every 3 years by submitting test data that is no more than 3 years old. Complete requalification under **subsection 1502.4.** is required for products removed from the prequalified list.

**SECTION 1504
PREFORMED ELASTOMERIC COMPRESSION JOINT SEALS FOR CONCRETE**

Page 1500-5, subsection 1504.b.(1), delete "AASHTO M 220" and replace with "ASTM D2628".

**SECTION 1509
MEMBRANE SEALANT**

Page 1500-15, subsection 1509.2a., delete the first paragraph and replace with the following:

a. Foam Sealant. Provide a foam sealant consisting of an open-cell high density polyurethane foam impregnated with either a polymer modified bitumen or a neoprene rubber suspended in chlorinated hydrocarbons. Precompress the foam sealant prior to packaging. Use a precompressed dimension as recommended by the sealant manufacturer to provide a water tight seal throughout a joint movement range of $\pm 25\%$ (minimum) from the specified joint opening dimension. Provide a foam sealant that is slowly self-expanding to permit workers ample time to install the foam before the foam exceeds the joint opening width. Supply the foam in pieces 5 feet in length or longer. Miter the ends of each piece for ease of joining to the adjacent pieces.

**SECTION 1601
STEEL BARS FOR CONCRETE REINFORCEMENT**

Page 1600-1, delete subsection 1601.4 and replace with the following:

1601.4 PREQUALIFICATION

a. General. Follow the instructions on the AASHTO National Transportation Product Evaluation Program's (NTPEP) website to participate in the audit program for reinforcing steel mill.

Forward an official copy of the latest NTPEP audit report, including split sample test results, and the plant's quality control plan to the Bureau Chief of Construction and Materials for evaluation. Producing mills that have successfully met the requirements of the audit (including test results that comply with **subsections 1601.2b.** and **1601.5c.**) and are listed on the NTPEP website as compliant will be prequalified.

In order to maintain prequalified status, send a copy of the annual NTPEP certificate of compliance, the "Record of Specimens Tested" sheet from the audit, and the "Variation Report" as soon as it is received. Producing mills that have prequalified using the NTPEP program and are subsequently removed from "compliant" status as shown on the NTPEP website will be removed from prequalified status.

Producing mills that fail to provide the annual documents described above or fail to adhere to the requirements of **subsection 1601.6b.** may be removed from prequalified status.

b. Comparison Testing. The NTPEP's 3rd party yield, tensile, and elongation test results will be compared to the parallel plant data from each heat for variations and differences. These variations and differences may not exceed the values shown in **TABLE 1601-1**, based on the 3rd party values as the reference where applicable.

**SECTION 1602
EPOXY COATED STEEL FOR CONCRETE REINFORCEMENT**

Page 1600-5, add the following subsection 1602.2a.(3):

(3) See SECTION 711 for construction requirements and additional storage and handling requirements.

**SECTION 1617
WELDED STUD SHEAR CONNECTORS**

Page 1600-28, delete subsection 1617.2b., and replace with the following:

b. Material Specifications. The flux requirements for studs applied by the SW process are governed by AWS D1.5. Use steel for the studs that complies with ASTM A108, Grade Designation 1010 through 1020 (AISI/SAE), and AWS D1.5. The testing of the cold finished steel or the full diameter finished studs (stud manufacturer's option); must comply with the physical property requirements of AWS D1.5, Table 7.1, Type B.

**SECTION 1619
STEEL PIPE**

Page 1600-31, subsection 1619.5a. (1). Delete the 2nd sentence.

**SECTION 1622
STEEL POSTS FOR DELINEATOR MARKERS**

Page 1600-37, subsection 1622.1. Delete the first sentence and replace with the following:

This specification governs steel posts intended for the support of delineator markers and Type 2 object markers.

**SECTION 1623
STEEL PERMANENT DECK FORMS**

Page 1600-38, delete subsection 1623.2b. and replace with the following:

b. Material Specifications. Use forms made from zinc-coated sheet steel that complies with ASTM A653, structural steel (SS) Grades 33, 37, 40, 50 Class 1 and 55, or high strength low alloy steel (HSLAS) Grades 40 through 80. Provide a zinc-coating (total both sides) that conforms to Coating Designation G210. Although this specification allows for a range of acceptable materials, the specific steel designation, grade, and class (when applicable) will be shown in the Contract Documents. Certain HSLAS require specific welding procedures. If welding of these steels is required, consult the steel producer.

**SECTION 1705
EPOXY-RESIN-BASE BONDING SYSTEMS FOR CONCRETE**

Page 1700-9, delete subsection 1705.1c.(6) and replace with the following:

(6) Class F – For use above 75°F. The highest allowable temperature is defined by the manufacturer of the product.

**SECTION 1717
PRECAST PANEL BEDDING MATERIALS**

Page 1700-26, subsection 1717.4, last paragraph, change subsection reference from "1716.2" to "1717.2".

**SECTION 1801
INORGANIC ZINC PRIMER FOR STRUCTURAL STEEL**

Page 1800-1, delete subsection 1801.3b. and replace with the following:

- b. Cyclic Corrosion/UV Exposure** ASTM D5894
- (1) Scribe Corrosion ASTM D1654
- (2) Unscribed Area ASTM D1654

Page 1800-2, delete subsection 1801.4b. and replace with the following:

b. Testing by KDOT may be waived if testing has been performed on the identical product by another state within the past 12 months. Results must satisfy the requirements contained within this specification. Forward a copy of the test report to the Engineer of Tests for evaluation, along with evidence that the product referenced in the test report is identical to that submitted for prequalification.

**SECTION 1802
ORGANIC ZINE PRIMER FOR STRUCTURAL STEEL**

Page 1800-3, delete subsection 1802.3b. and replace with the following:

- b. Cyclic Corrosion/UV Exposure** ASTM D5894
- (1) Scribe Corrosion ASTM D1654
- (2) Unscribed Area ASTM D1654

Page 1800-4, delete subsection 1802.4b. and replace with the following:

b. Testing by KDOT may be waived if testing has been performed on the identical product by another state within the past 12 months. Results must satisfy the requirements contained within this specification. Forward a copy of the test report to the Engineer of Tests for evaluation, along with evidence that the product referenced in the test report is identical to that submitted for prequalification.

**SECTION 1806
WATER-BORNE ACRYLIC FINISH COAT**

Page 1800-8, delete subsection 1806.3b. and replace with the following:

- b. Cyclic Corrosion /UV Exposure** ASTM D5894
- (1) Scribe Corrosion ASTM D1654.
- (2) Unscribed Area ASTM D1654.

Page 1800-8, delete subsection 1806.4b. and replace with the following:

b. Testing by KDOT may be waived if testing has been performed on the identical product by another state within the past 12 months. Results must satisfy the requirements contained within this specification. Forward a copy of the test report to the Engineer of Tests for evaluation, along with evidence that the product referenced in the test report is identical to that submitted for prequalification.

**SECTION 1903
CAST IRON AND DUCTILE IRON PIPE**

Page 1900-7, delete subsection 1903.2b. and replace with the following:

b. Material Specifications. Provide components of open systems complying with ASTM A48 when produced from gray cast iron or ASTM A536 when produced from ductile cast iron. Accessory items may also be produced from ferritic malleable cast iron in compliance with ASTM A47. Provide pipe, fittings, and accessory items for sanitary, storm drain, waste, and vent piping applications complying with ASTM A74. The mechanical property requirements of ASTM A74 determine the class or grade of cast iron required.

**SECTION 2110
MULCH**

Page 2100-16, add the following to the end of subsection 2100.2e.:

Other products not meeting the requirements of this subsection may be approved provided it meets the following criteria:

- (1) Contain non-toxic tackifiers that, upon drying, become insoluble and non-dispersible to eliminate direct raindrop impact on soil according to ASTM D7101 and EPA 2021.0-1.
- (2) Contain no germination or growth inhibiting factors and do not form a water-resistant crust that can inhibit plant growth.
- (3) Contain a minimum 90% organic material (ASTM D2974).
- (4) Have a rainfall event (R-factor) greater than 140 (ASTM D6459).
- (5) Have a cover factor no greater than 0.03 (ASTM D6459).
- (6) Have a minimum Vegetation Establishment of 400% (ASTM D7322).
- (7) Have a minimum Water Holding Capacity of 600% (ASTM D7367).

**SECTION 2114
TEMPORARY SEDIMENT BARRIERS**

Page 2100-12, delete subsection 2114.2f. and replace with the following:

f. Filter Sock. Provide burlap or synthetic mesh bags or tubes, coarse aggregate, wood chips, compost or other permeable filler material to slow and filter stormwater runoff. Mesh bags or tubes shall have openings between 1/8" and 3/8" in size. Use only coarse aggregate filler for curb inlet protection unless approved by the Area Engineer. Compost filler shall comply with **TABLE 2114-1**.

TABLE 2114-1: COMPOST FOR FILTER SOCK REQUIREMENTS	
Parameter	Range
pH	5.0-8.5
Moisture Content	<60%
Organic Matter Content	>25% of dry weight
Particle Size	99% < 2" 30%-50% < 3/8"

**SECTION 2203
ROLL-UP SIGNS**

Page 2200-5, subsection 2203.4. Delete the third paragraph and replace with the following:

Testing and evaluation by KDOT may be waived if complete testing has been performed on the identical product by AASHTO National Transportation Product Evaluation Program (NTPEP) within ten years of the KDOT submittal date. Forward an official copy of the test report along with evidence that the product referenced is identical to that submitted for prequalification, to the Engineer of Tests for evaluation.

**SECTION 2209
HIGH DURABILITY PAVEMENT MARKING MATERIAL**

Page 2200-12, delete subsection 2209.2d. and replace with the following:
d. Adhesion. 22 N, minimum.

**SECTION 2210
TEMPORARY PAVEMENT MARKING TAPE**

Page 2200-14, subsection 2210.1. First paragraph, delete the second sentence and replace with the following:
This includes both Type I and Type II materials for use on both portland cement concrete and asphalt surfaces.

INDEXING / FORMATTING (Non-Content) CORRECTIONS

INDEX

Page I-1, Biodegradable Log, change page number from "900-27" to "900-7".

Page I-5, Landscape Retaining Wall, change page number from "800-104" to "800-125".

Page I-6, delete Liner Pipe from the Index. Handle by a project special provision.

Page I-6, delete Mobilization (Emergency Erosion Control) (Set Price) from the Index. No longer applicable to 2015 specifications.

Page I-7, Precast Arch Culvert and Precast Rigid Frame Culvert, change page number from "800-57" to "700-129".

Page I-8, Rubblized Concrete, change page number from "800-1001" to "800-101".

Page I-8, delete Shot-crete. No longer a bid item, replaced with Concrete Surface Repair.

Page I-12, BRIDGE CURB REPAIR, change page number from "700-103" to "700-108".

Page I-16, EROSION PIPE, change page number from "800-43" to "800-51".

Page I-22, POLYMER MODIFIED ASPHALT CEMENT FOR CHIP SEALS (Materials), change page number from "700-143" to "1200-12".

Page I-27, UNKNOWN HAZARDOUS MATERIALS, change page number from "100-59" to "100-63".

**DIVISION 200
EARTHWORK**

Page i, delete Table of Contents title "Stabilized Subgrade, Base and Shoulders" and replace with "Earthwork".

Page i, add "200-" before page numbers.

**DIVISION 300
STABILIZED SUBGRADE, BASE AND SHOULDERS**

Page i, add "300-" before page numbers.

SECTION 502

PORTLAND CEMENT CONCRETE PAVEMENT (NON-QC/QA)

Page 500-30, subsection 502.3g.(10), change all references with subsection 502.4 to subsection 502.3.

DIVISION 600

FLEXIBLE PAVEMENT

Page i, add "600-" before page numbers.

DIVISION 700

STRUCTURES

Page i, add "700-" before page numbers.

SECTION 737

FIELD ERECTION

Pages 700-132 TO 700-135, delete header "737 – CONTROLLED DEMOLITION" and replace with "737-FIELD ERECTION".

SECTION 850

SEPARATION GEOTEXTILE

Pages 800-116, delete header "850 – GEOMEMBRANE" and replace with "850 – SEPARATION GEOTEXTILE".

07-29-19 (C&M) (LAL)
Sep-19 Letting

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

FUEL ADJUSTMENT

1.0 DESCRIPTION

This is the method of price adjustment for fuel (regardless of the type of fuel) used on various items of work involved in the construction of the Project.

This specification applies when 10-10-00-Required Contract Provision Price Adjustment for Fuel, latest revision, is a part of the contract, and the Contractor accepts that provision.

2.0 METHOD OF PRICE ADJUSTMENT FOR FUEL

a. Items of Work Included. The items of work subject to price adjustment for fuel are those selected by the Contractor on 10-10-00, latest revision. The Fuel Use Factors for those items are shown in **TABLE 1**, next sheet.

b. Price Adjustment.

- The Engineer will make fuel adjustment payments (or deductions) for the applicable work completed, except no payments are made for work that is completed after the expiration of the working days or calendar completion date. Deductions for fuel adjustment are made regardless of whether or not the working days or calendar completion date has expired.
- The Contractor will begin work on the Project as soon as possible (check with the District Engineer before the letting to obtain the anticipated starting date) and pursue the work in an expeditious manner. Do not move off the Project without the written permission of the Engineer. If the Contractor moves off the Project without the written permission of the Engineer, the Engineer will discontinue the payments for fuel price adjustment for the remainder of the contract. Deductions for fuel adjustment are made regardless of whether or not the payments for fuel price adjustments are discontinued.
- The Engineer will establish a Monthly Fuel Index (MFI) on the first day (excluding Saturdays, Sundays, and holidays) of each month. The Engineer will base the MFI on the Rack Average given for NO2-ULS Fuel, St. Louis, reported by AXXIS Petroleum, Inc., Axxis Price Service. The MFI for the month the contract is let becomes the Starting Fuel Index (SFI) for the duration of the contract. Information regarding the computation of the MFI is available from the Bureau of Construction and Materials, Topeka, Kansas.
- The difference (plus or minus) between the SFI and MFI (to the nearest \$0.01 per gallon) is the Monthly Fuel Index Adjustment Factor (MFI AF). The MFI AF established on the first day (excluding Saturdays, Sundays, and holidays) of each month is applied to applicable work completed during that month.
- The Fuel Use Factor (FUF) for the various items of work is in **TABLE 1**, next sheet.
- The fuel adjustment payment (or deduction) is computed each pay period in this way:

$$\text{Fuel Adjustment (in dollars)} = \text{FUF} \times \text{MFI AF} \times \text{Units of Work on the Pay Estimate}$$

- The Engineer will make adjustment payments (or deductions) for the applicable work completed, using the bid item "Fuel Adjustment".

TABLE 1: FUEL USE FACTOR ITEMS OF WORK		
ITEM OF WORK	FUEL USE FACTOR PER UNIT (U.S. Customary units and metric)	
Common Excavation	0.25 gals. per cubic yard	0.33 gal. per cubic meter
Common Excavation (Contractor-Furnished)	0.25 gals. per cubic yard	0.33 gal. per cubic meter
Rock Excavation	0.33 gals. per cubic yard	0.43 gal. per cubic meter
Rock Excavation (Non-Durable Shale)	0.33 gals. per cubic yard	0.43 gal. per cubic meter
Unclassified Excavation	0.29 gals. per cubic yard	0.38 gal. per cubic meter
Embankment	0.30 gals. per cubic yard	0.39 gal. per cubic meter
Embankment (Contractor-Furnished)	0.30 gals. per cubic yard	0.39 gal. per cubic meter
Concrete Placement: 3 inches*	0.30 gals. per square yard	0.36 gal. per square meter
Concrete Placement: 3 ½ inches*	0.33 gals. per square yard	0.39 gal. per square meter
Concrete Placement: 4 inches*	0.36 gals. per square yard	0.43 gal. per square meter
Concrete Placement: 4 ½ inches*	0.39 gals. per square yard	0.46 gal. per square meter
Concrete Placement: 5 inches*	0.42 gals. per square yard	0.50 gal. per square meter
Concrete Placement: 5 ½ inches*	0.45 gals. per square yard	0.53 gal. per square meter
Concrete Placement: 6 inches*	0.48 gals. per square yard	0.57 gal. per square meter
Bonded Concrete Pavement (3 inches)*	0.30 gals. per square yard	0.36 gal. per square meter
Bonded Concrete Pavement (3 ½ inches)*	0.33 gals. per square yard	0.39 gal. per square meter
Bonded Concrete Pavement (4 inches)*	0.36 gals. per square yard	0.43 gal. per square meter
Bonded Concrete Pavement (4 ½ inches)*	0.39 gals. per square yard	0.46 gal. per square meter
Bonded Concrete Pavement (5 inches)*	0.42 gals. per square yard	0.50 gal. per square meter
Bonded Concrete Pavement (5 ½ inches)*	0.45 gals. per square yard	0.53 gal. per square meter
Bonded Concrete Pavement (6 inches)*	0.48 gals. per square yard	0.57 gal. per square meter
Concrete Pavement: 6 inches	0.48 gals. per square yard	0.58 gal. per square meter
Concrete Pavement: 6 ½ inches	0.51 gals. per square yard	0.61 gal. per square meter
Concrete Pavement: 7 inches	0.54 gals. per square yard	0.65 gal. per square meter
Concrete Pavement: 7 ½ inches	0.57 gals. per square yard	0.69 gal. per square meter
Concrete Pavement: 8 inches	0.60 gals. per square yard	0.72 gal. per square meter
Concrete Pavement: 8 ½ inches	0.63 gals. per square yard	0.76 gal. per square meter
Concrete Pavement: 9 inches	0.66 gals. per square yard	0.79 gal. per square meter
Concrete Pavement: 9 ½ inches	0.69 gals. per square yard	0.82 gal. per square meter
Concrete Pavement: 10 inches	0.72 gals. per square yard	0.86 gal. per square meter
Concrete Pavement: 10 ½ inches	0.75 gals. per square yard	0.89 gal. per square meter
Concrete Pavement: 11 inches	0.78 gals. per square yard	0.93 gal. per square meter
Concrete Pavement: 11 ½ inches	0.81 gals. per square yard	0.96 gal. per square meter
Concrete Pavement: 12 inches	0.83 gals. per square yard	0.99 gal. per square meter
Concrete Pavement: 12 ½ inches	0.86 gals. per square yard	1.02 gal per square meter
Concrete Pavement: 13 inches	0.89 gals. per square yard	1.06 gal. per square meter
Concrete Pavement: 13 ½ inches	0.92 gals. per square yard	1.10 gal. per square meter
Concrete Pavement: 14 inches	0.95 gals. per square yard	1.14 gal. per square meter
Concrete Pavement: 14 ½ inches	0.98 gals. per square yard	1.17 gal. per square meter
Cold Recycled Asphalt Material	10.20 gals. per station	334.65 gals. per kilometer
Surface Recycled Asphalt Construction**	2.40 gals. per ton	2.65 gals. per megagram
HMA – Construction***	2.40 gals. per ton	2.65 gals. per megagram
HMA - (Commercial Grade)	2.40 gals. per ton	2.65 gals. per megagram

*For Bonded Concrete Pavement. When both items are in contract, only pay on Concrete Placement bid item.

** Calculate theoretical tons (mg) of asphalt.

*** **NOTE:** If Asphalt Treated Base or Asphalt Treated Base-Commercial Grade (Class A) are bid as alternates on the project, the price adjustment does not apply to those bid items.

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

SECTION 108

PROSECUTION AND PROGRESS

Page 100-68, delete subsections 108.5 c.(2) and (3) and replace with the following:

(2) Every Saturday on which the Contractor or a subcontractor chooses to work and is able to work on the CIOW (regardless of whether the Contractor or subcontractors perform work on the CIOW). Exceptions: Do not charge a working day or cleanup working day if the only work performed is for temporary erosion and sediment control maintenance or corrective actions from SWPPP Inspection. Do not charge a working day or cleanup day if the only work performed does not require inspection by the Engineer.

(3) Every Sunday or legal holiday on which the District Engineer allows the Contractor or a subcontractor to perform work requiring inspection (regardless of the type of work or the time spent working). Exceptions: Do not charge a working day or cleanup working day if the only work performed is for temporary erosion and sediment control maintenance or corrective actions from SWPPP Inspection. Do not charge a working day or cleanup day if the only work performed does not require inspection by the Engineer.

Page 100-68, subsection delete subsection 108.5d.(3) and replace with the following:

(3) Piling Delivery. The Engineer will not charge working days on days the Contractor or subcontractor awaits the arrival of permanent piling if:

- the contract requires test piles;
- the bridge Contractor or subcontractor ordered the permanent piling immediately after driving the test piles; and
- piling installation is the CIOW.

Page 100-70, subsection 108.8c.(2), change "10 business days" to "5 business days".

Page 100-72, subsection 108.8d., delete TABLE 108-1, and replace with the following:

TABLE 108-1: TABLE OF LIQUIDATED DAMAGES			
Original Contract Amount Range		Amounts of Liquidated Damages to be Deducted for Each Day Over Contract Time, Project Open Time or Cleanup Time	
		Condition at End of Working Days, Calendar Days, Calendar Completion Date, Cleanup Time	
		Project Not Complete after Contract Time Expires under 108.4a.(1) or Project Not Open to Unrestricted Traffic after Project Open Time Expires under 108.4a.(2)*	Project Open to Unrestricted Traffic, but not Completed after Cleanup Time Expires under 108.4a.(2)
		(A)	(B)
\$0.00	\$500,000.00	\$900.00	\$450.00
\$500,000.01	\$1,000,000.00	\$1,200.00	\$600.00
\$1,000,000.01	\$2,500,000.00	\$1,400.00	\$700.00
\$2,500,000.01	\$5,000,000.00	\$1,600.00	\$800.00
\$5,000,000.01	\$10,000,000.00	\$2,000.00	\$1,000.00
\$10,000,000.01	\$25,000,000.00	\$4,000.00	\$2,000.00
Over \$25,000,000.00		\$4,000.00	\$2,000.00

*Or Not Available to the Next Contractor, when applicable.

07-13-18 C&M (SKE)
 Nov-18 Letting

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 202 and replace with the following:

SECTION 202

REMOVAL OF EXISTING STRUCTURES

202.1 DESCRIPTION

Remove and dispose of the existing structures as specified in the Contract Documents. Existing structures include the structures identified in the Contract Documents for removal, and man-made structures not specifically identified in the Contract Documents that are in conflict with the new construction and would normally be encountered upon a careful examination of the work site. Excluded are utilities and structures for which other provisions are made for removal.

Protect any structures designated to remain.

Remove, clean and store any materials designated for salvage.

Remove, clean, store and reconstruct any existing structures as designated in the Contract Documents.

Inspect all building structures that are scheduled for removal, and determine if asbestos is present.

BID ITEMS

Removal of Existing Structures

Removal and Reconstruction of Existing Structures

UNITS

Lump Sum

Lump Sum

202.2 MATERIALS

a. Backfill Material. Backfill cavities created by removing existing structures, using granular material or loose friable soil from the project. Use material that is free of excess moisture, frozen lumps, roots, sod, rocks greater than 4 inches in diameter or other deleterious material. The Engineer will accept the backfill material based on visual inspection.

b. Materials to Reconstruct Existing Structures. Provide the specified materials that comply with the materials' divisions (**SECTIONS 1000 – 2500**).

If the existing structure is damaged during the removal operations, replace any damaged materials with new materials matching the originals.

202.3 CONSTRUCTION REQUIREMENTS

a. Removal of Existing Structures. Raze, remove and dispose of all existing man-made structures and debris not designated to remain.

If the substructure of an existing structure lies wholly or partly within the limits of a new structure, remove the existing substructure to accommodate the new structure. Remove the existing substructure to the natural stream bottom, or 12 inches below the natural ground surface or new finished lines, whichever is lower.

Unless the area is excavated during the new construction, backfill to the level of the surrounding ground and compact all cavities left by the structure removals. If the backfill area is within the limits of the new construction, compact the backfill to the type of compaction and within the moisture range designated in the Contract Documents.

Provide temporary erosion and pollution control according to **DIVISION 900**.

b. Removal and Reconstruction of Existing Structures. Before removing the existing structures designated for relocation, take sufficient measurements and color photographs of the existing structures so the reconstruction duplicates the original. Provide the Engineer with copies of the measurements and photographs.

Submit for the Engineer's approval, a written plan for the relocation and reconstruction of the existing structures, before beginning any relocation and reconstruction work. Reconstruct the structure according to the details in the Contract Document.

c. Existing Bridge Deck. Designate one Prime Contractor employee as the Removal Supervisor. The Removal Supervisor, or their designee, must be on location any time work is performed on removal of the existing structure.

Before performing any work to remove the deck, schedule a pre-work meeting with the Engineer. Include the Removal Supervisor and key personnel who will be working on the removal item. Discuss a detailed procedure of how removal will be accomplished and how damage to the structure will be avoided.

Remove the deck or any portion of the deck without damaging the girders.

Clearly mark the location of the existing girder top flanges on top of the existing deck concrete. Mark the entire length of all girders before sawing or removing any concrete. Limit concrete sawing to a maximum depth of 3 inches directly above any girder and within 3 inches of either edge of a girder top flange. Do not use drop-type pavement breakers. Do not use a hoe ram directly above any girder or within 1.0 foot of either edge of a girder top flange. Use a jackhammer no heavier than 15 pounds to remove concrete above and within 1.0 foot of either side of a girder top flange.

Also, see **SECTION 702 - CONTROLLED DEMOLITION.**

Damage includes, but is not limited to saw cuts, dents, cracks, distortion or any other damage found by the Engineer. This also includes spalling of prestressed concrete beams that would require repair.

If the girder is damaged:

- The Engineer, in coordination with the State Bridge Office (SBO), will determine if the damages require repair. The Engineer will determine what repairs are required for minor nicks, dents, cuts and spalls not affecting the structure capacity.
- If any damage requires additional engineering, hire an independent engineer, licensed in Kansas to develop repair plans, provide structural analysis and stress calculations (including fatigue calculations), and submit sealed calculations to the SBO for review and approval.
- The Contractor's independent engineer shall evaluate the capacity of any damaged members, and submit sealed calculations showing any capacity loss of damaged members.
- Submit a copy of the repair plan, per **SECTION 105**, sealed by a licensed Professional Engineer, to the SBO for approval.
- After repairs have been completed, the Contractor's independent engineer shall evaluate the capacity of any repaired members, and submit sealed calculations showing any capacity loss of repaired members.
- The ideal situation is to repair any damage so there is no structure capacity loss. Structure capacity loss would be a reduction of the controlling load rating capacity for the structure. If there is minor capacity loss, and KDOT deems this loss acceptable, KDOT will assess a Contract Deduct. See **subsection 203.4**. In this case, the Contractor has the option to either accept the deduction or repair to eliminate any capacity loss.

The Contractor is responsible for all repairs to the damaged girders as authorized by the Engineer, plus any materials, equipment, labor, delays and traffic from the damage or repair. If damage is severe, additional engineering and inspection fees incurred by KDOT may also be deducted.

d. Salvaged Materials. The salvaged material will remain the property of the State, County or City, as applicable. If not shown in the Contract Documents, the Engineer will designate the storage areas.

Remove the material in sections or pieces that can be transported and stored. Dismantle steel and wood bridges designated in the Contract Documents. Match mark the salvaged steel members, unless the Engineer waives this requirement.

Unless shown otherwise in the Contract Documents, salvage and clean all existing pipe determined usable by the Engineer.

If during the removal and transport to the storage area, the Contractor damages material designated as salvage, the Engineer will deduct 60% of the current quoted price for replacement material delivered to the project from payments due the Contractor.

e. Asbestos Removal.

(1) Building Structures. Inspect all building structures that are scheduled for removal, and determine if asbestos is present by sampling and testing. The Contract Documents may identify that asbestos is present in building structures.

(2) Bridge Structures. The Contract Documents will identify when asbestos is present in the bridge structure.

(3) When asbestos is determined to be present in building structures or identified in the Contract Document to be present in building structures or bridge structures, remove and dispose of asbestos, while complying with all Federal and State regulations, laws, rules and ordinances pertaining to asbestos removal and waste disposal. File all appropriate notification forms and any required permits with Federal and State authorities, and pay all related fees. Provide the Engineer copies of all notification forms, correspondence, test results, recommendations and other information to document compliance with these requirements.

202.4 MEASUREMENT AND PAYMENT

a. Measurement. The Engineer will measure the removal of existing structures and removal and reconstruction of existing structures by the lump sum. The initial inspection of building structures to determine if asbestos is present is subsidiary to these bid items.

(1) Building Structures. If the Contract Documents identify asbestos in the removal of building structures, asbestos removal is subsidiary to "Removal of Existing Structures". If asbestos removal is not shown in the Contract Documents, but is required after the initial inspection indicates the presence of materials containing asbestos, the asbestos removal will be paid for as Extra Work, **SECTION 104**.

(2) Bridge Structures. When the Contract Documents identify asbestos in the removal of bridge structures, asbestos removal is subsidiary to "Removal of Existing Structures". If asbestos removal is not shown in the Contract Documents, but asbestos is identified during the removal of existing structure, the asbestos removal will be paid for as Extra Work, **SECTION 104**.

b. Payment. Payment for "Removal of Existing Structures" and "Removal and Reconstruction of Existing Structures" at the contract unit price is full compensation for the specified work.

When existing bridge deck damage is severe, KDOT inspection and engineering fees will be assessed under the bid item "Contract Deduct".

If after repairs are made, there is a reduced capacity for the structure, KDOT will assess an additional "Contract Deduct". The Contract Deduct will be calculated by multiplying the percent loss of capacity (calculated after repair) times the total contract price of all bridge bid items (reinforcing steel, structural steel, concrete, expansion joints, etc.) for the structure.

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 306 and replace with the following:

SECTION 306

CEMENT TREATED BASE

Exception: If the PCCP in the contract is not specified as QC/QA, (Bid item Quality Control Testing (CTB) is not included as a bid item) subsections 306.2 (entire subsection), 306.4d. and 306.4g. of this SECTION are not applicable to the contract.

306.1 DESCRIPTION

Design a cement treated base (CTB) mixture meeting the requirements of the Contract Documents. Construct 1 or more courses of the CTB on a prepared roadway as shown in the Contract Documents.

BID ITEMS

Cement Treated Base
Quality Control Testing (CTB)

UNITS

Square Yard
Square Yard

306.2 CONTRACTOR QUALITY CONTROL REQUIREMENTS

a. General. Provide qualified personnel and sufficient equipment complying with the requirements listed in Part V to conduct quality control testing that complies with Appendix B, Sampling and Testing Frequency Chart for Cement Treated Base Construction Items for Quality Control/Quality Assurance Projects.

Allow the Engineer access to the Contractor's laboratory to observe testing procedures, calculations, test documentation and plotting of test results.

Calibrate and correlate the testing equipment with prescribed procedures, and conduct tests in compliance with specified testing procedures as listed in Part V.

Maintain a Quality Manual in the field laboratory showing the calibrations performed on all test equipment and when the next calibration is due for that equipment. As a minimum, follow the calibration/verification interval established in Table 1: Cement Treated Base Materials Test Equipment in Section 5.2.7.8-Cement Treated Base: Contractor's Quality Control Plan (CTB), Part V. See also, Part V Section 5.2.7.8.1-Example of a Laboratory Quality Manual for CTB.

b. Quality Control Plan (QCP). At the pre-construction conference, submit to the Engineer for approval by the DME, a QCP as outlined in Section 5.2.7-Contractor's Quality Control Plan, Part V. Follow 5.2.7.8-Cement Treated Base: Contractor's Quality Control Plan in Part V as a general guideline. Keep a printed copy of the approved QCP in the Contractor's laboratory and make available to the Engineer when requested.

The Contractor's laboratory and equipment will be inspected and approved as outlined in Part V, Section 5.2.7-Contractor's Quality Control Plan.

Provide an organizational chart showing the specified lines of authority relating to both mix design and quality control operations during production. Include a listing of the names and phone numbers of individuals and alternates responsible for quality control administration and inspection. Identify the company official acting as liaison with KDOT, and the Certified Technician who will direct inspection and testing. Post the chart in the test facility.

Provide a quality control organization or private testing firm having personnel certified according to the Policy and Procedures Manual for The Certified Inspection and Testing (CIT) Training Program. The testing for this type of construction will require personnel certified in ACI Concrete Field Testing Technician (CF), Aggregate Field Tester (AGF), Soils Field Tester (SOF) and Nuclear Moisture Density Gauge Tester (NUC) classifications. Only persons certified in the appropriate classifications covering the specific tests required shall perform such testing.

Provide a minimum of 1 employee on the project certified in the QC/QA Concrete/Cement Treated Base Specs (QCS) classification.

Only persons certified in the appropriate classifications covering the specific tests required shall perform such testing. At the beginning of the project, provide the Engineer with the list of certified technicians and alternates, phone numbers and tests/inspection they will be performing. As personnel changes and certifications may expire, continue to provide the Engineer with an accurate list.

Submit the mix design for the CTB. If an existing mix design is used, provide the mix design number. Include all the elements of the mix design specified in the Contract Documents.

Submit the proposed methods and procedures to control the elements identified as necessary for the quality of the CTB. These elements include, but are not limited to: producing the aggregate, managing the aggregate stockpiles, proportioning the individual materials for the mixture, mixing and transporting the mixture, placing and consolidating the mixture, and finishing and curing the mixture.

c. Required Duties of Certified Technicians. Be available on the project site whenever cement treated base is being produced and being placed on the project site. Perform and utilize quality control tests and other quality control practices to assure that delivered materials and proportioning meet the requirements of the mix designs.

Periodically inspect all equipment utilized in transporting, proportioning, mixing, placing, consolidating, finishing and curing to assure it is operating properly and that placement, consolidation, finishing and curing comply with the mix design and other contract requirements.

d. Contractor's Testing Facilities. Describe the testing facility and its accreditation in the QCP.

Locate the testing facility either at the plant site or at the project. Obtain approval of the testing facilities and location from the DME before the commencement of mixture production.

Provide suitable space for the required testing equipment. Also, equip the testing facility with these items for the exclusive use of the testing facility's quality control personnel and the Engineer:

- A telephone with a private line;
- A copying machine; and
- Broadband internet connection (for 1 computer). If the Engineer determines that broadband internet service is not available, provide a fax machine, at no additional cost.

e. Documentation. Include in the QCP procedures, charts and forms to be used to provide the required documentation.

Record and document all test results and calculations. Record all original documentation in a bound field book or other KDOT approved bound record and turn over to KDOT at the end of the project.

At all times, have complete records of all inspections and tests readily available on site for the Engineer. All records documenting the Contractor's quality control inspections and tests become the property of KDOT upon completion of the work.

Indicate the nature and number of observations made, the number and type of deficiencies found, the quantities approved and rejected, and the corrective action taken in the records. Examples of quality control forms and charts are available in Part V, or Contractors may design their own. Documentation procedures are subject to approval by the Engineer before the start of the work and to compliance checks during the progress of the work.

Maintain control charts on an ongoing basis. Plot data according to **SECTION 106**.

Record all test results and calculations on electronic data sheets. Record specific test results on a Daily Quality Control Summary Sheet to facilitate the computation of moving test averages. Base the moving averages on 4 consecutive test results. Include a description of quality control actions taken (adjustment of aggregate or additive proportions in the mix, moisture adjustments, etc.) in the Daily Quality Control Summary Sheet.

Provide forms on a computer-acceptable medium, where required. Document batch tickets and gradation data according to KDOT requirements.

Complete testing and charting within 1 working day after sampling.

Keep all quality control charts current. Email or fax the data to the Field Engineer and DME, weekly. Show both individual test results and moving average values. As a minimum on approved control charts, plot the single test values and the 4-test moving average values for gradation of combined aggregates, in-place CTB moisture and dry density, and compressive strength (requires a separate graph for PWL, but no moving average plot).

Complete the charting within 1 working day after the sampling or testing, respective to each type of test.

Make all test results and control charts available to the Engineer at the project site. The Engineer will periodically make compliance checks on the documentation during the progress of the work.

Submit (email or fax) copies of all failing test results (based on a moving average of 4 tests, if appropriate) and a summary sheet to the Field Engineer on a daily basis.

File all reports, records, charts and diaries developed during the progress of construction activities. Upon completion of the contract, all documentation becomes the property of KDOT.

f. Testing Requirements. In the QCP, identify test methods, procedures and equipment proposed for use. Use standard KDOT test methods and properly calibrated measuring and testing equipment as outlined in Part V. Detail any alternative sampling method, procedure or inspection equipment proposed to be used. Such alternatives are subject to review and approval by the DME.

Take all samples for tests and perform in-place tests at random locations selected according to the Contractor's QC Plan and at the rates specified in the Sampling and Testing Frequency Chart for Cement Treated Base for Quality Control/Quality Assurance Projects in Appendix B, Part V. Retain the latest 10 gradation samples for use by the Engineer.

Retain the second half of the latest 10 gradation samples for use by the Engineer.

g. Mix Design. Design a mixture of aggregate and portland cement or fly ash, or both. If fly ash is used in the mixture, address the set time and strength gain as a function of the ambient temperature. Design the mixture according to the following requirements:

(1) The compressive strength shall be between 650 and 1600 psi. Any test correlating to the maximum value or higher requires scoring or sawing joints in the base that fall within the failing test section (from previous to next passing test sections). Determine compressive strength at 7 days, according to Part V.

(2) Submit a single point gradation for the combined aggregates along with a plus/minus tolerance for each sieve to the Engineer. The plus/minus tolerances shall be used by the Contractor to perform quality control checks and by the Engineer to perform aggregate gradation verification testing. Perform tests on the combined materials.

(3) Submit the mix batch weights in an acceptable manner to the DME. Address the initial set times (specified in AASHTO T 154) and placement times (with regards to the set times) in the proposed mix design.

(4) Submit laboratory compressive strength test results on a minimum of 1 set of 3 plugs, produced from the proposed mix design and utilizing the actual materials proposed for use on the contract.

(5) Submit the test results 2 weeks prior to the anticipated date for using the design on the contract. The Engineer will review the design within 5 working days of receipt. The Engineer may perform any testing necessary to verify the adequacy of the Contractor's design. If the Engineer calls for verification tests, supply the Engineer with the necessary materials to enable the Engineer to test the mix properties within 5 working days of notification.

(6) Submit any proposed changes to the approved mix design to the DME for approval before implementing the proposed changes.

h. Corrective Action. In the QCP, identify procedures for notifying the Engineer when corrective measures must be implemented, and for halting production.

Notify the Engineer when the moving average test result trend line for any property approaches the specification limits. Cease operations when 2 consecutive moving average points fall outside the specification limits, or 2 consecutive single compressive strength tests exceed the specification limits. Ceasing operations is the Contractor's responsibility. Quality control tests for this determination include aggregate gradation, compliance with the mix design band and in-place density of CTB.

Failure to cease operations for the conditions cited above will subject all subsequent material to rejection, or acceptance at a reduced price, as determined by the Engineer.

The Engineer may examine materials represented by individual test results, which lie beyond the Contractor's normal quality control testing variation. The investigation may be based on either Contractor or KDOT test results. The information from additional testing (including testing of in-place pavement) may be used to define unacceptable work according to **SECTION 105**. The Engineer will apply appropriate price reductions or initiate corrective action.

If a dispute exists between the Engineer and Contractor about the validity of any test results, the KDOT District Materials Laboratory or MRC will perform referee testing. If one of the disputed KDOT test results was generated at the MRC, then an independent laboratory agreeable to both parties will be selected. The AASHTO Accreditation Program shall have approved the selected laboratory for the appropriate test procedure. If referee testing indicates that KDOT test results are correct, the Contractor is responsible for the cost of additional testing, including referee testing performed at the MRC. If the referee testing indicates that the Contractor test results are correct, KDOT is responsible for the cost of additional testing.

i. Non-Conforming Materials. In the QCP, specifically address how non-conforming materials will be controlled and identified.

Establish and maintain an effective and positive system for controlling non-conforming material, including procedures for its identification, isolation and disposition. Reclaim or rework non-conforming materials according to procedures acceptable to the Engineer.

Identify all non-conforming materials and products to prevent use, shipment and intermingling with conforming materials and products. Provide holding areas, mutually agreeable to the Engineer and Contractor.

The Engineer will determine if reclaiming or reworking of non-conforming materials is allowed.

306.3 MATERIALS

Provide materials that comply with the applicable requirements.

Concrete Admixtures & Curing Material	DIVISION 1400
Portland Cement and Fly Ash	DIVISION 2000
Water for CTB	DIVISION 2400
Aggregates for CTB	DIVISION 1100

306.4 CONSTRUCTION REQUIREMENTS

a. Preparation and Maintenance of the Subgrade. Before placing any CTB material on any section, complete the ditches and drains along that section to effectively drain the highway. Use automatic grade control equipment to trim the surface of the subgrade to the line, grade and cross-section as shown in the Contract Documents. Maintain the subgrade to the as-constructed condition under other contract bid items, repairing any encountered defects to the specifications of the previous bid items. Maintain the subgrade surface to readily drain at all times. Protect the subgrade from damage when handling materials, tools and equipment. Do not store or stockpile materials on the subgrade. Do not place material or lay CTB on a frozen or muddy subgrade.

Lightly spray the subgrade with water to obtain a thoroughly moistened condition before the CTB is placed. Do not puddle water on the grade.

Do not place CTB on frozen subgrade. Do not deposit any material until the subgrade or base has been checked and approved by the Engineer.

b. Mixing the Materials. Do not place CTB on the project until the Engineer has reviewed and approved the submitted mix design.

Plant mix the aggregate, cementing agent and water according to the approved mix design.

Control the charge in a batch mixer, or the rate of feed to a continuous mixer (pugmill), to allow complete mixing of all the materials. Mix the materials to produce a homogeneous mixture. Do not use frozen aggregate.

Take all compressive strength samples at the plant site. Compact the samples prior to the CTB reaching its initial set.

c. Spreading and Compacting the CTB. The maximum compacted thickness of a single lift is 6 inches. If the thickness is greater than 6 inches, spread and compact the subgrade in multiple lifts of equal thickness with a maximum lift thickness of 6 inches. If the base is spread in multiple lifts, offset the longitudinal joints by at least 6 inches.

If multiple lifts are placed, keep the surface of each lift moist until the succeeding lift is spread. Cover the exposed lower lift with the final lift the same day the lower lift is placed.

Compact each lift of CTB to a minimum of 95% of the standard density.

Compact the CTB within 2 hours from the time the water and cementing agent is added to the aggregate, or before the mixture reaches the initial set, whichever is the shorter timeframe.

d. Compaction Determination. Determine dry density and moisture content according to Part V.

If the mix is stiff (can be slip-formed), determine the standard density by averaging the 3 most recent field molded densities using plant mixed base material. Compact one standard mold (using plant mixed material with the proper moisture content) for each day's operation as specified in KT-37.

If the mix is fluid (requires forming), determine the Standard Dry Density by averaging the 3 most recent consolidated unit weight test results (KT-20). It will be necessary to convert the unit weight (wet density) into a standard

dry density which also requires the percent of moisture (KT-11 (4)) to be known. Use Equation 1 to determine the standard dry density.

$$\text{Equation 1: Standard Dry Density} = \frac{\text{Wet Density}}{(1 + [\% \text{Moisture} / 100])}$$

Determine the density of the CTB within 1 day of the compaction operations. The Engineer may verify the Contractor's density test results by conducting density tests at random. If the comparison is not favorable, the DME will investigate to determine the cause and may suspend production until corrective action is taken.

e. Trimming and Finishing the CTB. Use equipment defined in **SECTION 154** to trim and recompact the CTB within 2½ hours of the time the water and cementing agent is added to the aggregate.

Trim and compact the CTB to the grades, lines and typical cross sections shown in the Contract Documents. Dress the edge slopes and joints between sections.

Use automatic grade control equipment to trim the surface of the CTB to line grade and cross section.

Keep the surface of the CTB moist during all finishing operations.

Perform the finishing and compacting operations to produce a smooth, dense surface, free of surface compaction planes, cracks, ridges or loose material.

If required, lightly scarify the surface of the CTB to loosen any imprints left by the trimming and compacting equipment. Recompact the surface of the CTB.

At the end of each day's operations, construct a straight transverse construction joint by cutting back into the completed work to form a vertical face. Place a protective covering of earth on the newly constructed CTB a distance back of the joint for turning of equipment used on the following day's work.

Upon satisfactory performance, the Engineer may approve the use of equipment that combines the placing, compacting and finishing operations.

f. Protection and Curing. Keep the surface of the CTB moist until the curing material is applied. Apply the curing material immediately after completing the trimming and finishing. Protect the CTB against the loss of moisture for a curing period of 7 days (unless the Contractor's mix design test results justify a different curing period). Protect the CTB against freezing during the curing period.

Apply a wax-based liquid membrane-forming compound for the curing material. The minimum application rate for wax-based liquid membrane-forming compound is 0.12 gallons per square yard. Use an enclosed spray system that minimizes wind influence and obtains the proper application rate. Keep all traffic and construction equipment off the CTB. The only exception is the equipment used to apply the curing material. Cover the surface and edges of the CTB with a complete, uniform coverage. Use a hand sprayer in inaccessible areas.

If the wax-based liquid membrane-forming compound will be in place for more than 30 days, reapply a single coat at the single application rate within 7 days of placing the pavement.

At locations where it is necessary to carry traffic across the CTB, place a layer (8 inches or greater, compacted depth) of stable earth (sand-clay) over the CTB.

The Contractor may place portland cement concrete pavement (PCCP) on the CTB after a minimum of 24 hours, provided all traffic and construction equipment is kept off the CTB.

The Contractor assumes the risk of 7-day compressive strength requirements when PCCP is placed early.

To promote cracking through the full depth of the base, score or cut the finished CTB surface to coincide with the pavement joint locations, in a parallel manner and within 1 foot:

- if the 7-day compressive strength exceeds 1600 psi.
- if the Contractor opts to place the PCCP over the CTB before the 7-day compressive strength is determined. The Engineer may waive this requirement when the Contractor's control charts for CTB shows a history that the 7-day compressive strength is below 1600 psi.

g. Compressive Strength Determination. Using random numbers, select and obtain sampled material at the plant. Make and cure compression test specimens to represent each subplot. Make and cure compression test specimens, and determine the 7-day compressive strength of the CTB according to Part V. Sulfur cap compression test specimens in accordance with AASHTO T 231. When additional test specimens are taken for early determination of the compressive strength, the specimens are for information only. Perform the 7-day compressive strength testing. Maintain

records of all sampling and testing. The Engineer will witness all compressive strength tests and initial the Contractor's documentation.

A percent within limits (*PWL*) analysis shall be made on a lot-by-lot basis and shall be based on Contractor quality control test results on all quality control samples representing the lot of the completed CTB. The *PWL* result shall be determined as specified under Computation of Pay Factor. Compute the pay adjustment as shown in Equation 2. It shall be based on the compressive strength values within each lot and the lower specification limits (*LSL*).

KDOT will use a spreadsheet program to calculate pay adjustments for compressive strength and to compare the Contractor's QC and KDOT's verification test results. If the comparison fails, KDOT's value will be used to calculate the pay adjustment for that lot. The lot comparison is based on KDOT's verification result falling within the Contractor's mean, plus or minus 2 times the Contractor's sample standard deviation. When the Contractor's sample standard deviation is less than 260 psi, then 260 psi shall be used for the sample standard deviation during lot comparison with KDOT's value. When there are 3 or more tests in a lot and when the lot comparison between Contractor and KDOT tests pass, the Contractor's actual standard deviation will be used to calculate the compressive strength pay factor. When requested, KDOT will provide a copy of this program to the Contractor. It is the Contractor's responsibility to obtain the software required to run this program.

Values computed using equations referenced in this specification may vary slightly from the spreadsheet values due to the rounding of numbers. In such cases, the numbers computed by the spreadsheet shall take precedence.

A typical lot is defined as a normal day's placement. At the beginning of the project, estimate the quantity to be placed during a normal day and submit to the Engineer for approval. Once approved, break the quantity into 4 equal parts (each part represents a subplot). Determine a random location for sampling within each subplot. When the total quantity for the day deviates from expectations, adjust the number of sublots based on **TABLE 306-1**.

TABLE 306-1: SUBLOT BREAKDOWN OF A NORMAL DAY'S PRODUCTION	
Number of Sublots	% of Daily Quantity
4	75-115
3	50-74
2	25-49
1	1-24

Adjust the quantity of the last subplot to accommodate any minor changes in production, and adjust the random location for sampling based on the size of the subplot. When there is only 1 test in a lot, the pay factor will be automatically calculated by the KDOT spreadsheet using a sample standard deviation of 260 psi and n of 3. When there are 2 tests in a lot, the pay factor will be calculated by the KDOT spreadsheet using a spreadsheet calculated standard deviation and n of 3. When there are 3 or 4 tests, the lot stands on its own. Regardless of the number of Contractor tests in a lot, the lot comparison between Contractor and KDOT tests will apply. When the quantity exceeds 115% of the normal daily quantity, increase the number of sublots and restrict the 4th subplot to a maximum of 100% of the established normal daily quantity. Each subplot added may have a maximum of 25% of the normal daily quantity.

Compute the sample standard deviation as shown in Section 5.2.1-Statistics, Part V.

Calculate the Compressive Strength Quality Indices (*Q_L*) for each lot as shown in Section 5.2.1-Statistics, Part V. Use the following definitions, and round to the nearest hundredth.

Where: \bar{X} is the average measured compressive strength of all QC samples representing a lot, rounded to 1.0 psi.

LSL is the lower specification limit for compressive strength, defined as 650 psi.

S is the sample standard deviation of the compressive strength of all QC samples representing a lot, rounded to 0.1 psi.

Determination of the percent within limits (*PWL*) values. Use the computed *Q* value to determine the compressive strength percent within limits value (*PWL_C*) by locating the *Q_L* values in the left column of the *PWL* Table in Section 5.2.1-Statistics, Part V. Select the appropriate *PWL_C* by moving across the selected *Q_L* to the column representing the number of samples in the lot.

When the computed *Q_L* is a negative value (\bar{X} lies below the *LSL*), the Engineer will determine if the material in the lot may remain in place. If the material is left in place, and there were no individual plugs found to be

less than 600 psi, then 50.00 is assigned as the **PWL** value. For results exceeding these limits and permitted to remain in place, use the calculated **PWL** value.

When the computed **QL** is greater than the largest **QL** value shown in the table, a value of 100.00 is assigned as the **PWL** value for the designated **PWLC**.

Computation of Cement Treated Base Compressive Strength Pay Adjustment. Compute the pay factor for compressive strength using Equation 2 and round to nearest thousandth (0.001). Multiply the pay factor times the square yards, times \$5.00 per square yard to determine the pay adjustment.

$$\text{Equation 2:} \quad P = \frac{(PWL_C \times 0.15)}{100} - 0.135$$

Cement Treated Base Compressive Strength Pay Factor (Failing Comparison Test). When the comparison between Contractor and KDOT tests fails, use KDOT test results to calculate the compressive strength pay factor for the lot. Follow the procedures as stated above to determine the pay factor or disposition of the lot. Use the following values to determine **QL**: \bar{X} of KDOT's test result for the lot, **S** of 260 psi, **LSL** of 650 psi. When selecting the **PWLC** value from the **PWL** in TABLE 2, use **n** of 4.

h. Weather Limitations. Do not place material if the CTB will be exposed to ambient air temperatures below 32°F during the first 7 days of cure. (See **subsections 306.4b., c. and f.**). Remove and replace all CTB that is permitted to freeze within the first 24 hours, whether frozen on the surface or full depth. When materials are exposed to freezing ambient air temperatures after the first 24 hours but before the 7 day cure period is complete, demonstrate that the 7 day design strength has been achieved. Failure to demonstrate the 7 day design strength has been achieved shall require removal and replacement at Contractor's expense.

As directed by the Engineer and at the Contractor's expense, repair or replace cured materials exposed to ambient air temperatures below freezing or repeated freeze/thaw cycles that result in loosening or fluffing of the surface.

A lift of pavement placed prior to exposure to freezing ambient air temperatures constitutes curing of the CTB.

Do not place material on frozen subgrade. Mixing and placing may proceed when the ambient air temperature is 40°F and rising, and discontinue when the ambient air temperatures reaches 45°F and falling.

306.5 MEASUREMENT AND PAYMENT

The Engineer will measure the CTB and quality control testing of CTB by the square yard. Material placed beyond the neat lines indicated in the Contract Documents is not measured for payment unless authorized by the Engineer.

Payment for "Cement Treated Base" and "Quality Control Testing (CTB)" at the contract unit prices is full compensation for the specified work.

No adjustment of the contract unit price for "Quality Control Testing (CTB)" is made for overruns or underruns in the contract quantity.

If the PCCP in the contract is specified as QC/QA, (Quality Control Testing (CTB) is included as a bid item), compressive strength pay adjustments will apply under the bid item "Cement Treated Base Compressive Strength Pay Adjustment" and will be shown as an added item to the contract.

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, 2015 EDITION**

Delete SECTION 403 and replace with the following:

SECTION 403

ON GRADE CONCRETE

403.1 DESCRIPTION

Provide the grades of concrete specified in the Contract Documents.

This specification is specific to On Grade Concrete. See **SECTION 401** for general concrete requirements.

403.2 MATERIALS

Provide materials that comply with the applicable requirements.

General Concrete.....	SECTION 401
Aggregate	DIVISION 1100
Admixtures and Plasticizers	DIVISION 1400
Grade 2 Calcium Chloride.....	DIVISION 1700
Admixtures and Plasticizers	DIVISION 1400
Cement, Fly Ash, Silica Fume, Slag Cement and Blended Supplemental Cementitious	DIVISION 2000
Water	DIVISION 2400

403.3 CONCRETE MIX DESIGN

a. General. Design the concrete mixes for on grade concrete as specified in the Contract Documents.

b. Concrete Mix Design. Use procedures outlined in **SECTION 401**.

c. Portland Cement and Blended Hydraulic Cement and Supplemental Cementitious Materials.

Unless specified otherwise in the Contract Documents, select the type of portland cement, blended hydraulic cement and supplemental cementitious materials as specified in **SECTION 401**.

d. On Grade Concrete Specific Requirements. Use Optimized, Air-Entrained Concrete. Provide the Engineer written notification of mix design selection prior to the pre-construction conference.

(1) Design air-entrained concrete for pavement meeting **TABLE 403-1**.

(2) Design air-entrained concrete for shoulders meeting **TABLE 403-2**.

(3) Design air-entrained concrete for other uses with a maximum water to cementitious ratio of 0.45 and a minimum cementitious content of 480 lbs per cubic yard.

(4) For projects that are not QC/QA paving projects, verify the mix design in the field by performing compressive strength tests on cylinders made from samples taken from concrete produced at the project site before or during the first day that concrete pavement is placed on the project. If the compressive strength tests indicate noncompliance with minimum design values, suspend paving operations and submit a new mix design for approval.

(5) Control air content for PCCP by **subsection 403.4**.

(6) The amount of cementitious material listed in **TABLES 403-1** and **403-2** is the designated minimum for concrete pavement and shoulders respectively. It may be necessary to add additional cementitious material or otherwise adjust the mix proportions as permitted by the specifications to provide a mix design that complies with the compressive strength and permeability requirements.

(7) Maximum limit of lb. of water per lb. of cementitious material includes free water in aggregates, but excludes water of absorption of the aggregates.

(8) Concrete permeability requirements according to **TABLES 403-1** and **403-2**.

(9) Permeability requirements do not apply for concrete patching material used in **SECTION 833** when existing pavement to be patched is more than 10 years old.

(10) ASTM C1567 may be required if supplementary cementitious materials (SCMs) other than silica fume are utilized. See **subsection 401.3j**. for requirements.

TABLE 403-1: AIR-ENTRAINED CONCRETE FOR PAVEMENT						
lb. of Cementitious per yd³ of Concrete, minimum	lb. of Water per lb. of Cementitious, maximum	Percent of Air by Volume	28-Day Comp Strength, psi minimum	Volume of Permeable Voids, maximum	Surface Resistivity, minimum	Rapid Chloride Permeability, maximum
517	0.45	See subsection 403.3e.	4000	12.5%	9.0 kΩ-cm	3000 Coulombs

TABLE 403-2: AIR-ENTRAINED CONCRETE FOR SHOULDERS					
lb. of Cementitious per yd³ of Concrete, minimum	lb. of Water per lb. of Cementitious, maximum	Percent of Air by Volume	Volume of Permeable Voids, maximum	Surface Resistivity, minimum	Rapid Chloride Permeability, maximum
480	0.45	See subsection 403.3e.	12.5%	9.0 kΩ-cm	3000 Coulombs

(11) Concrete for shoulders using the same aggregates, gradations, and water to cementitious ratio as the mainline pavement concrete on the same project will be approved without testing for Volume of Permeable Voids, Surface Resistivity or Rapid Chloride Permeability.

e. Design Air Content. Provide a minimum air content that complies with these 2 criteria:

- a minimum volume of 5.0% or the volume determined using Equation C, whichever is greater, as measured behind the paver, and
- a maximum AVA spacing factor of 0.0100 inch behind the paver.

For a typical PCCP, design the mix at the minimum air content plus 0.5%.

The target air content is the air content that meets both criteria above.

If the AVA spacing factor exceeds 0.0100 inch, use Equation C to determine the target air content required to produce an acceptable spacing factor.

Equation C: Min. % air content at 0.0100 inch = % air measured + (measured AVA spacing factor – 0.0100)/0.0010.

Mixes with Laboratory or Field Prequalification AVA spacing factors greater than 0.0100 inch will not be approved.

When AVA spacing factors exceed 0.0100 inch take immediate steps to reduce the spacing factor. The Field Engineer will conduct an investigation using the following steps. If any one of the steps 1 through 9 corrects the problem, the Field Engineer will stop the investigation. The steps may be completed in combination and/or out of order. For example some may want to conduct steps 5 or 6 before some of the other steps.

1. If the failing sample came from behind the paver, the Engineer will take the following steps. Obtain an AVA sample from a unit weight bucket of concrete obtained from grade in front of the paver. Also, measure the total air content in the concrete on the grade in front of the paver. Obtain AVA and total air samples from behind

the paver. Determine the loss of air and spacing factor due to the paving operation. Adjust for air loss due to paving.

2. Verify calibration of the AVA.
3. Change the location of the AVA during testing.
4. Call in the Research Unit or another AVA machine for comparison testing.
5. Check the mix design for compliance with **SECTION 401**.
6. Check all of the gradations.
7. Check the total air content vs. target air content.
8. Check for Contractor compliance with admixture supplier's recommendations on dosage rates and order of introduction of the chemicals into the mix.
9. Check for material compatibility by using different admixtures or sources of admixtures.

Refer to the "11 Strategies to Improve the Air-Void Spacing Factor" in **APPENDIX A**.

If the problem is not corrected, the Field Engineer will take the following steps:

Obtain 2 cores from any area with an AVA spacing factor >0.0125 inches and send to Materials Research Center for hardened air evaluation.

- If the AVA spacing factor > 0.0125 inches and the average hardened air spacing factor is > 0.0080 inches, then suspend paving and submit new mix design.
- If the AVA spacing factor > 0.0125 inches and the average hardened air spacing factor < 0.0080 inches, then accept PCCP.

Take immediate steps to increase the air content whenever the air content behind the paver falls below 5.0%. Suspend paving operations when 2 consecutive air contents behind the paver fall below 5.0%. Suspend paving operation and remove and replace the represented concrete when air content behind the paver falls below 4.0%.

Air Void Spacing Factor does not apply to concrete used in **SECTION 833** when existing pavement to be patched is more than 10 years old.

The maximum air content is 10%. Take immediate steps to reduce the air content whenever the air content exceeds 8%.

f. Slump.

(1) Maximum design slump for slip form On Grade Concrete is 2 ½ inches. Do not designate a slump in excess of 5 inches for all other On Grade Concrete.

(2) For all other On Grade Concrete placement, designate a slump that is required for satisfactory placement of the concrete application. Reject concrete with a slump that limits the workability or placement of the concrete.

(3) If the designated slump is 3 inches or less, the tolerance is ±3/4 inch, or limited by the maximum allowable slump for the individual type of construction.

(4) If the designated slump is greater than 3 inches the tolerance is ±25% of the designated slump.

403.4 AIR-ENTRAINED ON GRADE CONCRETE

a. Air Content for PCCP. Provide an air content that complies with **subsection 401.3e**.

Using fresh concrete, the Engineer will determine the air void spacing factor using the AVA according to the manufacturer's requirements. Prequalify mixtures by either the laboratory option or the field option. Contact the Engineer to arrange testing by the AVA. Additional AVA testing will be required if the concrete plant is changed during the course of the project.

b. Laboratory Prequalification. Prepare a trial mix using a drum-type mixer according to AASHTO T 126 using all of the materials in the proportions, except the air entraining agent, contemplated for use in the field. Laboratory mixes require more air entraining agent than is needed in the field.

The Engineer will perform the following: Consolidate a sample in the unit weight bucket by vibration according to KT-20. Obtain 3 samples from the unit weight bucket for testing by the AVA. Valid results must have a minimum of 2 spacing factor readings within a range of 0.0025 inch. Test the third sample if the first 2 do not meet these criteria. Determine the air content of the trial mix by KT-19 (Volumetric Method) or KT-18 (Pressure

Method) calibrated to yield the same result. Calculate a target percent air content at a maximum air void spacing factor of 0.01 inch using the equation in **subsection 403.3e.**, when applicable.

c. Field Prequalification. Produce a trial batch at a minimum air temperature of 60°F using the batch plant and project materials.

The Engineer will perform the following: Test for air content by the procedure specified under laboratory prequalification. Correlate this air content to the average of at least 2 valid AVA test results. Valid AVA results have a maximum range of 0.0025 inch.

When necessary, calculate a target percent air content at a maximum AVA spacing factor of 0.0100 inch, using the Equation C in **subsection 403.3e.**

d. Field Verification. Coordinate with the Engineer so production samples may be obtained behind the paver to establish the target air content on the first paving day. Produce concrete using the same materials and proportions that were used in the prequalification mixture. Adjustments may be approved in the dosage of air entraining agent. AVA samples will be taken both in the path of a vibrator and the gap between vibrators.

Perform the test for air content at the delivery site of the concrete KT-19 (Roll-a-meter) or KT-18 (pressure meter), calibrated to yield the same result.

e. Control of the Air Content During Paving Operations. Maintain an air content behind the paver as determined by KT-19 or KT-18, which meets **subsection 403.3e.** Maintain all production parameters established during field verification. The dosage of air-entraining agent may be varied to control the air content. With AVA testing, 5% adjustments will be permitted to the aggregate proportions, as well as any adjustment to the water reducer in accordance with **subsection 401.3k.** Comply with all specifications regarding production of fresh concrete.

Determine the air loss due to paving operations at a minimum of two randomly-determined sublots per day. Determine the difference between the air content from concrete sampled before the paver, and concrete sampled behind the paver. QC/QA samples may be obtained in front of the paver and then corrected subtracting the difference determined during that ½ days production. Loss of air due to paving operations may adversely affect the spacing factor.

Failure to maintain the minimum required air content will result in suspension of operation. Take immediate steps to increase the air content above the minimum values stated in **subsection 403.3e.**

Other similar designs using higher cementitious contents (this may adversely affect permeability) and the same admixture types and dosage (with the same or lower water-cementitious ratio) may be used in limited areas such as crossovers, etc. Unauthorized changes in any aspect of production are cause for rejection of the pavement.

Random checks of the air void spacing factor of the concrete in the path and gap of the vibrators will be conducted by the Engineer to verify a maximum AVA spacing factor of 0.0100 inch at the measured air content.

APPENDIX A – NON-MANDATORY INFORMATION

STRATEGIES TO IMPROVE THE AIR VOID SPACING FACTOR

Better air-void characteristics are obtained by a more thorough mixing of the sand and the air-entraining agent. Below are listed some strategies to help the mixing process.

1. Increase the mixing time of the plant or mixing revolutions of the truck.
2. Use a higher dosage of water reducer, up to 390 ml per 100 kg (6 oz. per 100 lbs) of cement. Use a non-retarding water reducer above 195 ml per 100 kg (3 oz. per 100 lbs) if needed.
3. Reduce the Paste Content (less water or less cement).
4. Use a higher proportion of rock.
5. Use a third, mid-sized aggregate.
6. Use coarser graded sand, or a finer sand if the current one is extremely coarse.
7. Maintain a higher air content (use more air-entraining agent).
8. Use coarser cement.
9. Change types or brands of the water reducer or the air entraining agent, or both.
10. Cool the mix ingredients; i.e., use chilled water.
11. Use a different plant, or modify the plant configuration. Introduce aggregates together on the belt feed (multiple weigh hoppers), use live bottoms aggregate bins, use dual drums, etc.

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, 2015 EDITION**

Delete SECTION 401 and replace with the following:

SECTION 401

GENERAL CONCRETE

401.1 DESCRIPTION

Provide the grades of concrete specified in the Contract Documents.
See **SECTION 402** for specific requirements for Structural Concrete.
See **SECTION 403** for specific requirements for On Grade Concrete.
See **SECTION 404** for specific requirements for Prestressed Concrete.

401.2 MATERIALS

Provide materials that comply with the applicable requirements.

Aggregate	DIVISION 1100
Admixtures and Plasticizers	DIVISION 1400
Grade 2 Calcium Chloride.....	DIVISION 1700
Cement, Fly Ash, Silica Fume, Slag Cement and Blended Supplemental Cementitious.....	DIVISION 2000
Water	DIVISION 2400

401.3 CONCRETE MIX DESIGN

a. General. Design the concrete mixes specified in the Contract Documents.

Do not place any concrete on the project until the Engineer approves the concrete mix designs. Once the Engineer approves the concrete mix design, do not make changes without the Engineer's approval.

Take full responsibility for the actual proportions of the concrete mix, even if the Engineer assists in the design of the concrete mix.

Provide aggregate gradations that comply with **DIVISION 1100** and Contract Documents.

Admixture dosage rate requirements for mix design approval and field production are provided in **subsection 401.3k**.

If desired, contact the DME for available information to help determine approximate proportions to produce concrete having the required characteristics on the project.

Submit all concrete mix designs to the Engineer for review and approval. Submit completed volumetric mix designs on KDOT Form No. 694 and all required attachments at least 60 days prior to placement of concrete on the project. The Engineer will provide an initial review of the design within 5 business days following submittal.

Include the following information:

(1) Test data from KT-73 tested at 28 days, KT-79 tested at 28 days or AASHTO T-277 tested at 56 days. Provide test results on a minimum of 1 set of 3 cylinders for each mix, tested at the highest water to cementitious material ratio that meets **subsection 401.3h**. Submit accelerated cure procedures for the Engineer's approval.

(2) Test data from ASTM C 1567 for blended cements meeting **subsection 401.3j**, for all concrete utilizing all actual materials proposed for use on the project at designated percentages.

(3) Single point grading for the combined aggregates along with a plus/minus tolerance for each sieve. Use plus/minus tolerances to perform quality control checks and by the Engineer to perform aggregate grading verification testing. The tests may be performed on the combined materials or on individual aggregates, and then theoretically combined to determine compliance.

(4) Laboratory 28-day compressive strength test results on a minimum of 1 set of 3 cylinders produced from the mix design with the highest water to cementitious ratio for the project, utilizing all actual materials

proposed for use on the project at designated percentages. The average compressive strength shall exceed the strength requirements for the Grade specified in the Contract Documents as determined by **subsection 401.3b**. Perform compressive strength tests according to KT-76.

(5) Historical mix production data for the plant producing concrete for the project to substantiate the standard deviation selected for use in **subsection 401.3b**, if applicable.

(6) Necessary materials to enable the Engineer to test the mix properties, if applicable.

(7) Batching sequence. Consider the location of the concrete plant in relation to the job site, and identify when and at what location the water reducer or plasticizer is added to the concrete mixture.

Submit complete mix design data including proportions and sources of all mix ingredients, and the results of strength and permeability tests representing the mixes proposed for use. The data may come from previous KDOT project records or a laboratory regularly inspected by Cement and Concrete Reference Laboratory (CCRL). Data from other sources will only be accepted if testing was conducted or witnessed by personnel certified in Hardened Concrete Properties (HCP) according to the Policy and Procedures Manual for The Certified Inspection and Testing (CIT) Training Program.

After initial review, the Engineer will perform any testing necessary to verify the design. This may include a 3-cubic yard test batch at the producing plant. Do not make changes to the Approved Concrete Mix Design without the Engineer's approval. Limited adjustments may be made to admixture dosages and aggregate proportions in accordance with **subsection 401.3i** and **subsection 403.4e**. These adjustments must be recorded and submitted to the Engineer.

Mix designs will remain approved when verification testing for strength and permeability conducted within the last 12 months indicate continued compliance with the specifications and percentages of constituents including aggregate and cementitious materials and product, type and supplier of admixtures remain the same. Test results on the same mix from other sources are acceptable.

Improvements in concrete strength, workability, durability and permeability are possible if the combined aggregate grading is optimized. Procedures found in ACI 302.1 or other mix design techniques, approved by the Engineer, are acceptable in optimizing the mix design.

Delay the commencement of tests for temperature, slump, and air content and molding of field cylinders from 4 to 4½ minutes after the sample has been taken from a continuous mixer. If a batch type mixer is used, take the tests at the point of placement and begin testing immediately.

b. Required Compressive Strength for Concrete Mix Design. The required compressive strength for mix design approval shall be based on previous data from similar mix designs or according to **subsection 401.1b.(2)**.

(1) Concrete Mix Design Based on Previous Data. Provide concrete mix designs based on previous 28-day compressive strength test data from similar concrete mixtures. Similar mixtures are within 1000 psi of the specified 28-day compressive strength, and are produced with the same type and sources of cementitious materials, admixtures and aggregates.

Consider sand sources the same, provided they are not more than 25 miles apart on the same river and no tributaries enter the river between the 2 points. Consider crushed locations similar if they are mined in one continuous operation, and there is no significant change in geology. Mixes that have changes of more than 10% in proportions of cementitious materials, aggregates or water content are not considered similar.

Air entrained mixes are not considered similar to non-air entrained mixes.

Mixes tested with admixtures are not the same as mixes tested without those admixtures.

Test data should represent at least 30 separate batches of the mix. One set of data is the average of at least 2 cylinders from the batch. The data shall represent a minimum of 45 days of production within the past 12 months.

Do not include data over 1 year old. When fewer than 30 data sets are available, the standard deviation of the data must be corrected to compensate for the fewer data points.

Provide a 4000 psi concrete with a f'_{cr} greater than or equal to 5200 psi. Otherwise provide a concrete mix design that will permit no more than 5% of the 28-day compressive strength tests to fall below the specified 28-day compressive strength (f'_c) based on equation A, and no more than 1% of the 28-day compressive strength tests to fall below the specified 28-day compressive strength (f'_c) by more than 500 psi based on equation B.

Equation A:
$$f'_{cr} = f'_c + 1.62 * k * s$$

Equation B:
$$f'_{cr} = (f'_c - 500) + 2.24 * k * s$$

Where:

- f'_{cr} = average 28-day compressive strength required to meet the above criteria.
- f'_c = specified 28-day compressive strength
- s = standard deviation of test data
- k = constant based on number of data points
- n = number of data points
- $k = 1.3 - n / 100$, where $15 < n < 30$
- $k = 1$, where $n > 30$

Provide a concrete mix design that has an average compressive strength that is equal to the larger of Equation A or Equation B. Submit all supporting test data with the mix design.

(2) All Other Concrete Mix Designs. For concrete mixes that have fewer than 15 data points, or if no statistical data is available, use Equations A and B to calculate f'_{cr} using the following values.

$s = 20\%$ of the specified 28-day compressive strength (f'_c)
 $k = 1$

c. Portland Cement and Blended Hydraulic Cement. Unless specified otherwise in the Contract Documents, select the type of portland cement or blended hydraulic cement according to **TABLE 401-1**.

TABLE 401-1: PORTLAND CEMENT & BLENDED HYDRAULIC CEMENT	
Concrete for:	Type of Cement Allowed
On Grade Concrete	Type IP(x) Portland-Pozzolan Cement Type IS(x) Portland- Slag Cement Type IT(Ax)(By) Ternary Blended Cement Type IL(x) Portland-Limestone Cement Type II Portland Cement
All Concrete other than On Grade Concrete.	Type I Portland Cement Type IP(x) Portland-Pozzolan Cement Type IS(x) Portland- Slag Cement Type IT(Ax)(By) Ternary Blended Cement Type IL(x) Portland Limestone Cement Type II Portland Cement
High Early Strength Concrete	Type III Portland Cement Type I, IP(x), IS(x), IT(Ax)(By), Type IL(x) or II Cement may be used if strength and time requirements are met.

d. Blended Cement Concrete. When approved by the Engineer, the concrete mix design may include SCMs such as fly ash, slag cement, silica fume or blended SCM from an approved source as a partial replacement for portland cement or blended hydraulic cement except where controlled in **SECTIONS 402, 403** or **404**. Obtain the Engineer's approval before substituting SCMs for Type III cement. Changes in SCM or cement will require a new mix design approval.

- (1) Cements meeting **SECTION 2001** are not field blended cements.
- (2) Cements with SCMs added at the concrete mixing plant are field blended cements.
- (3) Supplementary materials can be combined with cement to create field blended cements. Do not exceed allowable substitution rates noted in **TABLE 401-2**. Substitute 1 pound of SCM for 1 pound of cement.
- (4) SCMs in prequalified cements are to be included in the total combined substitution rate.

TABLE 401-2: ALLOWABLE SUBSTITUTION RATE FOR SUPPLEMENTARY CEMENTITIOUS MATERIAL.	
Material	Substitution Rate*
Slag Cement	40% Maximum
Fly Ash	25% Maximum
Blended SCM	25% Maximum
Limestone	10% Maximum
Silica Fume	5% Max
Total Combined	50%

* Total Substitution Rate includes material in preblended cements and blended SCMs.

(5) When used, add silica fume with other cementitious materials during batching procedures. If the silica fume cannot be added to the cementitious materials, add the loose silica fume to the bottom of the stationary drum that is wet, but has no standing water, before adding the dry materials. The Engineer may approve shreddable bags on a performance basis, only when a central batch mixing process is used. If so, add the bags to half of the mixing water and mix before adding cementitious materials, aggregate and remainder of water.

Mix silica fume modified concrete for a minimum of 100 mixing revolutions.

e. Strength. Design concrete to meet **TABLE 401-3**.

TABLE 401-3: CONCRETE STRENGTH REQUIREMENTS	
Specified 28 Day Compressive Strengths, minimum, psi f'_c	
Grade of Concrete:	Non Air Entrained/Air Entrained Concrete
Grade 7.0	7,000
Grade 6.0	6,000
Grade 5.0	5,000
Grade 4.5	4,500
Grade 4.0	4,000
Grade 3.5	3,500
Grade 3.0	3,000
Grade 2.5	2,500

f. High Early Strength Concrete (HESC). Design the high early strength concrete mix to comply with strength and time requirements specified in the Contract Documents.

Unless otherwise specified, design high early strength concrete for pavement at a minimum of 1 of the Contractor's standard deviations above 2400 psi (cylinders) at 24 hours. If no statistics are available, design a HESC with a compressive strength greater or equal to 2880 psi.

Submit complete mix design data including proportions and sources of all mix ingredients, and the results of time and strength tests representing the mixes proposed for use. The strength and time data may come from previous KDOT project records or from an independent laboratory, and shall equal or exceed the strength and time requirements listed in the Contract Documents.

g. Slump. Designate a slump for each concrete mix design that is required for satisfactory placement of the concrete application not to exceed 5 inches except where controlled by maximum allowable slumps stated in **SECTIONS 402, 403 and 404**. Reject concrete with a slump that limits the workability or placement of the concrete.

h. Permeability. Supply concrete meeting the permeability requirements specified in **SECTION 402** for structural concrete and **SECTION 403** for on grade concrete. Permeability testing from KT-73 tested at 28 days, KT-79 tested at 28 days or AASHTO T-277 tested at 56 days is required for all bridge overlays, Moderate Permeability Concrete, and any project with over 250 cubic yards of concrete (this includes structural concrete, on

grade concrete etc.). The field verification test procedure must be the same test procedure as the mix design approval test.

There are no permeability requirements for concrete for prestressed concrete members as specified in **SECTION 404**.

i. Air Content. Determine air content by KT-18 (Pressure Method) or KT-19 (Volumetric Method). With the exception of concrete for pavement as shown in **SECTION 403**, use the middle of the specified air content range of $6.5 \pm 1.5\%$ for the design of air entrained concrete. Maximum air content is 10%. Take immediate steps to reduce the air content whenever the air content exceeds 8%.

j. Alkali Silica Reactivity. If the concrete mix design includes supplemental cementitious materials (SCMs), provide mortar expansion test results from ASTM C 1567 as part of mix design approval unless meeting the minimum requirements shown in **TABLE 401-4**. Use the project's mix design concrete materials at their designated percentages. Provide a mix with a maximum expansion of 0.10% at 16 days after casting. Provide ASTM C 1567 results on an annual basis.

TABLE 401-4: MINIMUM SCM CONTENT REQUIRED TO WAIVE ASTM C 1567 TESTING				
Type of Coarse Aggregate Sweetener# # See TABLE 1102-2 or TABLE 1116-1	Proportion Required by Percent Weight of Total Cementitious Material			
	Slag Cement	Class C Fly Ash	Class F Fly Ash	Silica Fume
Crushed Sandstone	ASTM C 1567 Testing Required		25%	Any*
Crushed Limestone or Dolomite			25%	Any*
Siliceous Aggregate Meeting subsection 1102.2a.(2) or 1116.2a.(2)			25%	Any*
Any combination of Limestone (or Dolomite or Sandstone) and Siliceous Aggregate meeting subsection 1102.2a.(2) or 1116.2a.(2) or any TMA	Any*	≥15%	Any*	Any*

*Subject to the maximum allowable percentages in **TABLE 401-2**.

ASTM C 1567 Testing can be waived for ternary mix designs with approval of the KDOT Bureau of Research.

k. Admixtures for Acceleration, Air-Entraining, Plasticizing, Set Retardation and Water Reduction. Verify that the admixtures used are compatible and will work as intended without detrimental effects. Use the dosages recommended by the admixture manufacturers. Incorporate and mix the admixtures into concrete mixtures according to the manufacturer's recommendations. Determine the quantity of each admixture for the concrete mix design.

(1) Accelerating Admixture. When specified in the Contract Documents, or in situations that involve contact with reinforcing steel and require early strength development to expedite opening to traffic, a non-chloride accelerator may be approved. The Engineer may approve the use of a Type C or E accelerating admixture. A Grade 2 calcium chloride accelerator may be used when patching an existing pavement more than 10 years old.

Add the calcium chloride by solution (the solution is considered part of the mixing water).

- For a minimum cure of 4 hours at 60°F or above, use 2% (by dry weight of cement) calcium chloride.
- For a minimum cure of 6 hours at 60°F or above, use 1% (by dry weight of cement) calcium chloride.

(2) Air-Entraining Admixture. When specified, use an air-entraining admixture in the concrete mixture. If another admixture is added to an air-entrained concrete mixture, determine if it is necessary to adjust the air-entraining admixture dosage to maintain the specified air content.

(3) Water-Reducers and Set-Retarders. A water-reducing admixture for improving workability may be required. If unfavorable weather or other conditions adversely affect the placing and finishing properties of the concrete mix, the Engineer may allow the use of water-reducers and set-retarders. Verify that the admixtures will work as intended without detrimental effects. If the Engineer approves the use of water-reducers and set-retarders, their continued use depends on their performance.

(4) Plasticizer Admixture. A plasticizer is defined as an admixture that produces flowing concrete, without further addition of water, and/or retards the setting of concrete. Flowing concrete is defined as having a slump equal to or greater than 7 ½ inches while maintaining a cohesive nature.

Manufacturers of plasticizers may recommend mixing revolutions beyond the limits specified in **subsection 401.8**. If necessary, address the additional mixing revolutions in the concrete mix design. The Engineer may allow up to 60 additional revolutions when plasticizers are designated in the mix design.

Before the concrete mixture with a slump equal to or greater than 7 ½ inches is used on the project, conduct tests on at least 1 full trial batch of the concrete mix design in the presence of the Engineer to determine the adequacy of the dosage and the batching sequence of the plasticizer to obtain the desired properties. Determine the air content of the trial batch both before and after the addition of the plasticizer. Monitor the slump, air content, temperature and workability at regular intervals of the time period from when the plasticizer is added until the estimated time of completed placement. At the discretion of the Engineer, if all the properties of the trial batch remain within the specified limits, the trial batch may be used in the project.

Do not add water after plasticizer is added to the concrete mixture.

(5) Field Adjustment to Admixtures. Limited adjustments to the dosage rate of accelerators, set-retarders, water reducers, and air-entraining admixtures are permitted to compensate for environmental changes during placement without a new concrete mix design or trial batch. Test the concrete for temperature, air content, and slump whenever changes are made to the dosage rates to ensure continued compliance with the specifications. The allowable adjustments are based on the dose used in the Approved Concrete Mix Design and according to the following:

- Do not exceed the accelerator dosage used in the Approved Concrete Mix Design. The accelerator dosage may be reduced or eliminated as needed. Redosing accelerators is not permitted.
- The water reducer dosage used in the Approved Concrete Mix Design sets the minimum permitted dose for use in the field. The water reducer dose may be increased from that shown in the Approved Concrete Mix Design provided that the slump does not to exceed the maximum designated slump. Slump reduction may be obtained by withholding a portion of the mix water as specified in **subsection 401.8a**.
- Redosing of water reducers and air-entraining admixtures is permitted to control slump or air content in the field, when approved by the Engineer, time and temperature limits are not exceeded, and at least 30 mixing revolutions remain before redosing. Redose according to manufacturer's recommendations.
- Set retarders may be added as needed during production. Do not include set retarders in the Concrete submitted for Mix Design Approval. Redosing retarders is not permitted. Paperwork for submitted mix designs (Form 694) with no (zero) water reducer and/or set retarder in the original Concrete submitted for Mix Design Approval must show the manufacturer of the admixtures that may be included in the Project Concrete.

401.4 REQUIREMENTS FOR COMBINED MATERIALS

a. Measurements for Proportioning Materials.

(1) Cement. Measure cement as packed by the manufacturer. A sack of cement is considered as 0.04 cubic yards weighing 94 pounds net. Measure bulk cement by weight. In either case, the measurement must be accurate to within 0.5% throughout the range of use.

(2) Supplemental Cementitious Materials. Supplemental cementitious materials proportioning and batching equipment is subject to the same controls as required for cement. Provide positive cut off with no leakage from the cut off valve. Cementitious materials may be weighed accumulatively with the cement or separately. If weighed accumulatively, weigh the cement first.

(3) Water. Measure the mixing water by weight or by volume accurate to within 1% throughout the range of use.

(4) Aggregates. Measure the aggregates by weight, accurate to within 0.5% throughout the range of use.

(5) Admixtures. Measure liquid admixtures by weight or volume, accurate to within 3% of the quantity required. If liquid admixtures are used in small quantities in proportion to the cement as in the case of air-entraining agents, use readily adjustable mechanical dispensing equipment capable of being set to deliver the required quantity and to cut off the flow automatically when this quantity is discharged.

b. Testing of Aggregates.

(1) Production of On Grade Concrete Aggregate (OGCA). If OGCA is required, notify the Engineer in writing at least 2 weeks in advance of producing the aggregate. Include the source of the aggregate and the date

production will begin. Failure to notify the Engineer, as required, may result in rejection of the aggregate for use as OGCA. Maintain separate stockpiles for OGCA at the quarry and at the batch site and identify them accordingly.

(2) Testing Aggregates at the Batch Site. Provide the Engineer with reasonable facilities at the batch site for obtaining samples of the aggregates. Provide adequate and safe laboratory facilities at the batch site allowing the Engineer to test the aggregates for compliance with the specified requirements.

KDOT will sample and test aggregates from each source to determine their compliance with specifications. Do not batch the concrete mixture until the Engineer has determined that the aggregates comply with the specifications. KDOT will conduct sampling at the batching site, and test samples according to the Sampling and Testing Frequency Chart in Part V. For QC/QA contracts, establish testing intervals within the specified minimum frequency.

After initial testing is complete, and the Engineer has determined that the aggregate process control is satisfactory, use the aggregates concurrently with sampling and testing as long as tests verify compliance with specifications. When batching, sample the aggregates as near the point of batching as feasible. Sample from the stream as the storage bins or weigh hoppers are loaded. If samples cannot be taken from the stream, take them from approved stockpiles, or use a template and sample from the conveyor belt. If test results indicate an aggregate does not comply with specifications, cease concrete production using that aggregate. Unless a tested and approved stockpile for that aggregate is available at the batch plant, do not use any additional aggregate from that source and specified grading until subsequent testing of that aggregate indicate compliance with specifications. When tests are completed and the Engineer is satisfied that process control is satisfactory, production of concrete using aggregates tested concurrently with production may resume.

c. Handling of Materials.

(1) Approved stockpiles are permitted only at the batch plant and only for small concrete placements or for maintaining concrete production. Mark the approved stockpile with an "Approved Materials" sign. Provide a suitable stockpile area at the batch plant so that aggregates are stored without detrimental segregation or contamination. At the plant, limit stockpiles of tested and approved coarse, fine and intermediate aggregate to 250 tons each, unless approved for more by the Engineer. If mixed aggregate is used, limit the approved stockpile to 500 tons, the size of each being proportional to the amount of each aggregate to be used in the mix.

Load aggregates into the mixer such that no material foreign to the concrete or material capable of changing the desired proportions is included.

(2) Segregation. Do not use segregated aggregates. Previously segregated materials may be thoroughly re-mixed and used when representative samples taken anywhere in the stockpile indicated a uniform gradation exists.

(3) Cement and Supplemental Cementitious. Protect cement and supplemental cementitious materials in storage or stockpiled on the site from any damage by climatic conditions which would change the characteristics or usability of the material.

(4) Moisture. Provide aggregate with a moisture content of $\pm 0.5\%$ from the average of that day. If the moisture content in the aggregate varies by more than the above tolerance, take whatever corrective measures are necessary to bring the moisture to a constant and uniform consistency before placing concrete. This may be accomplished by handling or manipulating the stockpiles to reduce the moisture content, or by adding moisture to the stockpiles in a manner producing uniform moisture content through all portions of the stockpile.

Handheld moisture-determining devices are permitted. For plants equipped with an approved accurate moisture-determining device capable of continuously determining the free moisture in the aggregates, and provisions made for batch to batch correction of the amount of water and the weight of aggregates added, the requirements relative to manipulating the stockpiles for moisture control will be waived. Approval and accuracy of the moisture-determining device is based on daily comparisons with KT-24 or ASTM C 566 and at the discretion of the Engineer. Any procedure used will not relieve the producer of the responsibility for delivering concrete of uniform slump within the limits specified.

(5) Separation of Materials in Tested and Approved Stockpiles. Only use KDOT Approved Materials. Provide separate means for storing materials approved by KDOT. If the producer elects to use KDOT Approved Materials for non-KDOT work, during the progress of a project requiring KDOT Approved Materials, inform the Engineer and agree to pay all costs for additional material testing.

Clean all conveyors, bins and hoppers of any unapproved materials before beginning the manufacture of concrete for KDOT work.

401.5 MORTAR AND GROUT

a. General. Follow the proportioning requirements in **subsections 401.5b.** and **c.** for mortar and grout unless otherwise specified in the Contract Documents, including altering the proportions when a minimum strength is specified.

b. Mortar. Mortar is defined as a mixture of cementitious materials, FA-M aggregate and water, which may contain admixtures, and is typically used to minimize erosion between large stones or to bond masonry units.

Proportion mortar for laying stone for stone rip-rap, slope protection, stone ditch lining or pavement patching at 1 part of portland cement and 3 parts of FA-M aggregate by volume with sufficient water to make a workable and plastic mix.

Proportion mortar for laying brick, concrete blocks or stone masonry at $\frac{1}{2}$ part masonry cement, $\frac{1}{2}$ part portland cement and 3 parts FA-M aggregate, either commercially produced masonry sand or FA-M, by volume with sufficient water to make a workable and plastic mix.

Do not use air-entraining agents in mortar for masonry work.

The Engineer may visually accept the sand used for mortar. The Engineer may visually accept any recognized brand of portland cement or masonry cement that is free of lumps.

c. Grout. Grout is defined as a mixture of cementitious materials with or without aggregate or admixtures to which sufficient water is added to produce a pouring or pumping consistency without segregation of the constituent materials and meeting the applicable specifications.

401.6 COMMERCIAL GRADE CONCRETE

If the Contract Documents allow the use of commercial grade concrete for designated items, then use a commercial grade mixture from a ready mix plant approved by the Engineer.

The Engineer must approve the commercial grade concrete mixture. Approval of the commercial grade mixture is based on these conditions:

- All materials are those normally used for the production and sale of concrete in the vicinity of the project.
- The mixture produced is that normally used for the production and sale of concrete in the vicinity of the project.
- The mixture produced contains a minimum cementitious content of 6 sacks (564 lbs) of cementitious material per cubic yard of concrete.
- The water-cementitious ratio is as designated by the Engineer. The maximum water-cementitious ratio permitted may not exceed 0.50 pounds of water per pound of cementitious material including free water in the aggregate.
- Type I, II, III, IP, IS or IT cement may be used unless otherwise designated. Fly ash, slag cement and blended supplemental materials may be substituted for the required minimum cement content as specified in **subsection 401.3.** No additives other than air entraining agent will be allowed. The Contractor will not be required to furnish the results of strength tests when submitting mix design data to the Engineer.
- In lieu of the above, approved mix designs (including optimized) for all other grades of concrete, Grade 3.0 or above, are allowable for use as commercial grade concrete, at no additional cost to KDOT.

Exercise good engineering judgment in determining what equipment is used in proportioning, mixing, transporting, placing, consolidating and finishing the concrete.

Construct the items with the best current industry practices and techniques.

Before unloading at the site, provide a delivery ticket for each load of concrete containing the following information:

- Name and location of the plant.
- Time of batching concrete.
- Mix proportions of concrete (or a mix designation approved by the Engineer).
- Number of cubic yards of concrete batched.

Cure the various items placed, as shown in **DIVISION 700**.

The Engineer may test commercial grade concrete by molding sets of 3 cylinders. This is for informational purposes only. No slump or unit weight tests are required.

401.7 CERTIFIED CONCRETE

If KDOT inspection forces are not available on a temporary basis, the Engineer may authorize the use of concrete from approved concrete plants. Approval for this operation is based on certification of the plant and plant personnel, according to KDOT standards. KDOT's approval may be withdrawn any time that certification procedures are not followed. Contact the DME for additional information.

The Engineer will not authorize the use of certified concrete for major structures such as bridges, RCB box bridges, RCB culverts, permanent main line and ramp pavement or other structurally, critical items.

Each load of certified concrete must be accompanied by a ticket listing mix proportions, time of batching and setting on revolution counter, total mixing revolutions and must be signed by certified plant personnel.

401.8 MIXING, DELIVERY AND PLACEMENT LIMITATIONS

a. Concrete Batching, Mixing and Delivery. Batch and mix the concrete in a central mix plant, in a truck mixer or in a drum mixer at the work site. Provide plant capacity and delivery capacity sufficient to maintain continuous delivery at the rate required. The delivery rate of concrete during concreting operations must provide for the proper handling, placing and finishing of the concrete.

Seek the Engineer's approval of the concrete plant/batch site before any concrete is produced for the project. The Engineer will inspect the equipment, the method of storing and handling of materials, the production procedures and the transportation and rate of delivery of concrete from the plant to the point of use. The Engineer will grant approval of the concrete plant/batch site based on compliance with the specified requirements. The Engineer may, at any time, rescind permission to use concrete from a previously approved concrete plant/batch site upon failure to comply with the specified requirements.

Clean the mixing drum before it is charged with the concrete mixture. Charge the batch into the mixing drum such that a portion of the water is in the drum before the aggregates and cementitious material. Uniformly flow materials into the drum throughout the batching operation. All mixing water must be in the drum by the end of the first 15 seconds of the mixing cycle. Keep the throat of the drum free of accumulations restricting the flow of materials into the drum.

Do not exceed the rated capacity (cubic yards shown on the manufacturer's plate on the mixer) of the mixer when batching the concrete. The Engineer may allow an overload of up to 10% above the rated capacity for central mix plants and drum mixers at the work site, provided the concrete test data for strength, segregation and uniform consistency are satisfactory, and no concrete is spilled during the mixing cycle.

Operate the mixing drum at the speed specified by the mixer's manufacturer (shown on the manufacturer's plate on the mixer).

Mixing time is measured from the time all materials, except water, are in the drum. If it is necessary to increase the mixing time to obtain the specified percent of air in air-entrained concrete, the Engineer will determine the mixing time.

If the concrete is mixed in a central mix plant or a drum mixer at the work site, mix the batch between 1 to 5 minutes at mixing speed. Do not exceed the maximum total 60 mixing revolutions. Mixing time begins after all materials, except water, are in the drum, and ends when the discharge chute opens. Transfer time in multiple drum mixers is included in mixing time. Mix time may be reduced for plants utilizing high performance mixing drums provided thoroughly mixed and uniform concrete is being produced with the proposed mix time. Performance of the plant must conform to Table A1.1 of ASTM C 94, Standard Specification for Ready Mixed Concrete. Five of the 6 tests listed in Table A1.1 must be within the limits of the specification to indicate that uniform concrete is being produced.

If the concrete is mixed in a truck mixer, mix the batch between 70 and 100 revolutions of the drum or blades at mixing speed. After the mixing is completed, set the truck mixer drum at agitating speed. Unless the mixing unit is equipped with an accurate device indicating and controlling the number of revolutions at mixing speed, perform the mixing at the batch plant and operate the mixing unit at agitating speed while travelling from the plant to the work site. Do not exceed 300 total revolutions (mixing and agitating). An additional 60 mixing revolutions may be allowed by the Engineer when plasticizers are designated in the mix design.

If a truck mixer or truck agitator is used to transport concrete that was completely mixed in a stationary central mixer, agitate the concrete while transporting at the agitating speed specified by the manufacturer of the equipment (shown on the manufacturer's plate on the equipment). Do not exceed 200 total revolutions (additional re-mixing and agitating).

Provide a batch slip including batch weights of every constituent of the concrete and time for each batch of concrete delivered at the work site, issued at the batching plant that bears the time of charging of the mixer drum with cementitious materials and aggregates. Include quantities, type, product name and manufacturer of all admixtures on the batch ticket.

On paving projects and other high volume work, the Engineer will evaluate the haul time, and whether tickets will be collected for every load. Thereafter, random checks of the loads will be made. Maintain all batch tickets when not collected.

When non-agitating equipment is used for transportation of concrete, place within 30 minutes of adding the cement to the water. Provide approved covers for protection against the weather when required by the Engineer.

When agitating equipment is used for transportation of the concrete, place concrete within the time and temperature conditions shown in **TABLE 401-5**.

TABLE 401-5: AMBIENT AIR TEMPERATURE AND AGITATED CONCRETE PLACEMENT TIME		
T = Ambient Air Temperature at Time of Batching (°F)	Time limit agitated concrete must be placed within, after the addition of cement to water (hours)	Admixtures
T < 75	1 ½	All Cases
75 ≤ T < 90	1	None
75 ≤ T < 90	1 ½	Set Retarder
T_c = Concrete Temperature at time of placement (°F)	Time limit agitated concrete must be placed within, after the addition of cement to water (hours)	Admixtures
90 ≤ T _c *	¾	All Cases
Other conditions contributing to quick stiffening of concrete	¾	All Cases

Do not use concrete that has developed its initial set. Regardless of the speed of delivery and placement, the Engineer will suspend the concreting operations until corrective measures are taken, if there is evidence that the concrete cannot be adequately consolidated.

Weather conditions and the use of admixtures can affect the set times for the concrete. Do not use the time limits and total revolutions as the sole criterion for rejection of concrete. Exceed the time limits and total revolutions only after demonstrating that the properties of the concrete can be improved. Evaluation of the consistency and workability should be taken into consideration. Reject concrete that cannot be adequately consolidated.

Adding water to concrete after the initial mixing is prohibited, with this exception:

If the concrete is delivered to the work site in a truck mixer, the Engineer will allow water (up to 2 gallons per cubic yard) be withheld from the mixture at the batch site, and if needed, added at the work site to adjust the slump to the specified requirements. Determine the need for additional water as soon as the load arrives at the construction site. Use a calibrated water-measuring device to add the water, and add the water to the entire load. Do not add more water than was withheld at the batch site. After the additional water is added, turn the drum or blades an additional 20 to 30 revolutions at mixing speed. The Engineer will supervise the adding of water to the load, and will allow this procedure only once per load. Conduct all testing for acceptance and produce any required cylinders after all water or admixtures have been added.

Do not add water at the work site if the slump is within the designated slump tolerance, even if water was withheld.

Do not add water at the work site if the percent air is above 8%, regardless of the slump, even if water was withheld.

Do not withhold and add water if plasticizer is added to the concrete mixture at the batch site.

If at any time during the placement of concrete it is determined that redosing with water is adversely affecting the properties of the concrete, the concrete will be rejected and the Engineer will suspend the practice.

b. Placement Limitations.

(1) Placing Concrete at Night. Do not mix, place or finish concrete without sufficient natural light, unless an adequate, artificial lighting system approved by the Engineer is provided.

(2) Placing Concrete in Cold Weather. Unless authorized by the Engineer, discontinue mixing and concreting operations when the descending ambient air temperature reaches 40°F. Do not begin concreting operations until an ascending ambient air temperature reaches 35°F and is expected to exceed 40°F.

If the Engineer permits placing concrete during cold weather, aggregates may be heated by either steam or dry heat system before placing them in the mixer. Use an apparatus that heats the mass uniformly and is so arranged as to preclude the possible occurrence of overheated areas which might injure the materials. Do not heat aggregates directly by gas or oil flame or on sheet metal over fire. Aggregates that are heated in bins, by steam-coil or water-coil heating, or by other methods not detrimental to the aggregates may be used. The use of live steam on or through binned aggregates is prohibited. Unless otherwise authorized, maintain the temperature of the mixed concrete between 50 to 90°F at the time of placing. Do not, under any circumstances, continue concrete operations if the ambient air temperature is less than 20°F.

If the ambient air temperature is 35°F or less at the time the concrete is placed, the Engineer may require that the water and the aggregates be heated to between 70 and 150°F.

Do not place concrete on frozen subgrade or use frozen aggregates in the concrete.

Make adjustments for potential longer set time and slower strength gain for concrete with SCMs. Adjust minimum time requirements as stated in **SECTION 710** for concrete used in structures. For concrete paving, be aware of the effect that the use of SCMs (except silica fume) may have on the statistics and moving averages.

401.9 INSPECTION AND TESTING

Unless otherwise designated in the Contract Documents or by the Engineer, obtain samples of fresh concrete for the determination of slump, weight per cubic yard and percent of air from the final point of placement.

The Engineer will cast, store and test strength and permeability test specimens in sets of 3.

KDOT will conduct the sampling and test the samples according to **DIVISION 2500** and the Sampling and Testing Frequency Chart in Part V. For QC/QA contracts, establish testing intervals within the specified minimum frequency.

The Engineer will reject concrete that does not comply with specified requirements.

The Engineer will permit occasional deviations below the specified cementitious content, if it is due to the air content of the concrete exceeding the designated air content, but only up to the maximum tolerance in the air content.

Continuous operation below the specified cementitious content for any reason is prohibited.

As the work progresses, the Engineer reserves the right to require the Contractor to change the proportions if conditions warrant such changes to produce a satisfactory mix. Any such changes may be made within the limits of the specifications at no additional compensation to the Contractor.

APPENDIX A – NON-MANDATORY INFORMATION

SUGGESTED GUIDELINES FOR MEETING KDOT'S PERMEABILITY SPECIFICATIONS

General:

Water and chlorides permeate through the mortar and paste of the concrete mixes. They do not readily permeate through the larger aggregates. Permeability can be improved by decreasing the mortar and paste of the concrete mix and increasing the coarse aggregate portions.

The use of optimized mix designs, blended cements, and/or supplementary cementitious materials (SCMs) can reduce the permeability of concrete. **SECTIONS 1102 and 1116**, Aggregates for Concrete describes optimized aggregate gradations for concrete mixes. Additional testing for alkali silica reaction (ASR) is required when SCMs are used in concrete as per **SECTION 401**. The amount of SCMs required to pass the ASR testing may be different than the amount required to comply with the permeability specifications. SCMs may also lower the necessary water cement (w/c) ratio and may slow set times and strength gain.

Optimizing the coarse aggregate gradations can decrease permeability. This includes mixes with more than 60% retained on the # 8 sieve and gradations with fineness modulus above 4.75. A fineness modulus of over 5.0 can yield even better results. Use the largest practical nominal maximum size aggregate allowed.

In general, keeping the w/c ratio below 0.43 may help meet the permeability specifications, as may lower cementitious content mixes when using Type I/II cements. These two properties control the paste in the mix. Concrete mixes with less than 25% paste (as displayed on KDOT Form 694) are more likely to pass the permeability specifications. Acceptable concrete can be mixed with paste contents of 23% or lower. Water cement ratios below 0.39 often do not provide enough water for all constituents to properly react, especially when admixtures are used, and may be counterproductive. High early strength concrete mixes using Type III cement and higher cementitious contents have also been able to pass the Standard Permeability requirements because of their low w/c ratios.

In general, the use of water reducers is helpful in reducing the paste content. Material compatibilities, following the admixture suppliers' recommendations for dosage rates, and the order of introduction of the chemicals into the mix are paramount to meeting KDOT specifications. Contractors should work with their admixture suppliers to find an admixture that works well with their combination of materials.

Changes made to an approved mix design will change the permeability, especially additional water, or redosing water that was withheld from the mix at a concrete plant. It is also recommended that concrete producers verify their mixes with a minimum of 3 cubic yards after doing their laboratory mix designs.

Standard Permeability Concrete (SPC) Requirements:

Volume of Permeable Voids 12.0% max, or
Surface Resistivity 9.0 k Ω -cm min, or
RCPT 3000 Coulombs max.

The SPC requirements may be met without the use of optimized mix designs, blended cements or SCMs. With certain aggregates, 25% slag cement will be required to pass the ASR testing. With other aggregates, a minimum of 40% slag cement by weight of total cementitious materials is usually needed. Some fly ashes require a minimum of 25% of the total cementitious material to pass the ASR test. Class C fly ash will react differently than Class F fly ash.

Some people believe that lower absorption aggregates have a better chance of meeting the permeability specification, but higher absorption aggregates have been used in concrete mixes utilizing these guidelines and have met the SPC specifications. KDOT has found that the properties of the concrete are often more important than the absorption of the aggregate when meeting this specification.

Moderate Permeability Concrete (MPC) Requirements:

Volume of Permeable Voids 11.0% max, or
Surface Resistivity 13.0 k Ω -cm min, or
RCPT 2000 Coulombs max.

Concrete mixes for MPC will require aggregates with a minimum Soundness of 0.95, a maximum LA Wear of 40, and a minimum Acid Insoluble Residue of 85%. These aggregates, by nature, are harder aggregates with very low absorption. MPC may rely more heavily on optimized gradations, blended cements or SCMs in order to meet the specification. Consideration could be given to ternary blends of cementitious materials, using more than one

SCM, or combining a blended cement with an additional SCM. Combinations of 25% to 30% slag cement with as little as 10% to 25% Class C fly ash have been very effective in keeping permeabilities below the level required for MPC. Incorporation of 20% Class F Fly Ash will often satisfy the requirements of the MPC specification.

Low Permeability Concrete (LPC) Requirements:

Volume of Permeable Voids 9.5% max, or
Surface Resistivity 27.0 k Ω -cm min, or
RCPT 1000 Coulombs max.

LPC will also use harder aggregates with very low absorption. These mixes must be optimized with the MA-6 gradation. Mix designs with 5% silica fume and 95% Type I/II cement often meet the LPC requirements. These mixes have traditionally been known as silica fume concrete. Ternary mix designs are useful in meeting these requirements. Consider using 3% to 5% silica fume with 25% to 30% slag cement, or 25% to 30% slag cements with 10% to 25% Class C fly ash. Class F fly ash alone may also be effective in reducing the permeability to these levels.

Contact KDOT's Bureau of Research or the District Office for additional guidance in meeting the Permeability Specifications.

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

HMA BOND STRENGTH

Page 600-2, subsection 602.1. Add the following bid item:

BID ITEMS

Emulsified Asphalt

UNITS

Square Yard

Page 600-31, delete subsection 602.11c. and replace with the following:

c. Emulsified Asphalt. The Engineer will measure emulsified asphalt used for tack to the unit of measure specified in the Contract Documents. Payment for "Emulsified Asphalt" at the contract unit price is full compensation for the specified work.

The minimum asphalt residue required is 0.03 gallons/square yard.

Page 600-32, add the following new subsection:

602.12 BOND STRENGTH OF HOT MIX ASPHALT TACK COAT

a. General. The Engineer will determine the bond strength of the HMA tack coat according to KT-78 Method for Determining the Tensile Adhesive Strength of Asphalt Pavement Tack Coat. Take random samples from each lift placed, at a frequency determined by the Engineer and at locations selected by the Engineer. The recommended testing frequency is shown in **TABLE 602-19**.

TABLE 602-19: RECOMMENDED BOND TEST FREQUENCY		
Tensile Stress (psi)	Bond Condition	Recommended Test Frequency
≥ 70	good	1 test per week
35 - 69	fair	2 tests per week
< 35	poor	test each day

For each test the Engineer will generate one random longitudinal location to obtain the bond strength samples. At the longitudinal test location, obtain two samples according to KT-78. At the random longitudinal location, the Engineer will generate two random transverse locations for each half of the paved lane. The outside lane sample will be obtained at a random location between 6 to 11 feet from the centerline of the roadway. The inside lane sample will be obtained at a random location between 1 to 6 feet from the centerline of the roadway. With the Engineer present, obtain the samples within 24 hours of the material being placed. Present the cores to the Engineer who will immediately transport the cores to the KDOT Field lab.

Dry the core holes, tack the sides and bottom, fill them with a HMA mixture (approved for the project) and properly compact it by the end of the next working day.

The Engineer will evaluate the samples using KT-78, within 48 ± 2 hour after the HMA was placed. The tensile stress for the test will be determined by using the lowest tensile stress of the two samples. When the evaluation of the test falls on a non-working day, then the test will be performed on the next working day. The Engineer will provide a copy of the results to the Contractor by the end of the working day on which the test is performed.

If the tensile stress of a test is less than 35 psi, suspend plant production and paving. Follow the Best Management Processes to verify proper placement of tack material.

APPENDIX A

Kansas Department of Transportation **Best Management Practices: Checklist for Emulsion Bonding Liquid (EBL) for use through a Spray-Paver**

Emulsion Bonding Liquid (EBL) is a polymerized emulsion used primarily undiluted at rates dependent on the existing pavements macro-texture to meet the requirements of this specification.

PREPARATION:

- Understand condition (previous use) of delivery tankers and steps taken to minimize risk of contamination to the asphalt emulsion. Cross contamination of cationic EBL and anionic EBL emulsions can cause issues during paving operations including the ability of the nozzles to spray a proper fan pattern and clogging of the nozzles.
- Remove accumulated dust and dirt from the road surface by mechanical brooming.
- At the beginning of each day of paving the spray-paver should demonstrate the ability to spray a proper emulsion fan pattern by setting the EBL quantity to the day's target rate with the screed extended to the lane's paving width. The length of pavement sprayed should be sufficient to determine if all nozzles are working and the pattern is uniform.

STORAGE/HANDLING:

- Prevent contamination by water, oils or other liquids.
- Prevent contamination by other incompatible emulsions. Check with emulsion supplier if there is a question.
- Protect the EBL from freezing and boiling temperatures that break the emulsion and cause separation into asphalt and water. EBL should not be stored on-site (tanker is exposed to the weather) for long periods during cold weather conditions. A good practice is to use material within 24 hours of delivery.
- Protect from localized overheating caused by high temperature heating coils and surface heating pads. Where steam, hot oil or direct fire must be used, controls must keep coil surfaces below 185° F.
- Use bottom loading wherever possible or employ full-length drop hose to eliminate foaming. Foaming may cause a volume gauge error and may be detrimental to the stability of the emulsion.
- Allow surface crust that may form on emulsion in storage to float without disturbance. Return lines should have outlets near the tank bottom and circulating material should not free-fall or disturb the surface crust.
- High shear can break an emulsion. Enlarge clearances on new gear pumps by milling if necessary.
- Prevent unnecessary circulation that can cause drop in emulsion viscosity and stability.
- Do not agitate emulsion with forced air as it may cause the emulsion to break.

TRANSFER VEHICLE:

- The Transfer Vehicle can heat the asphalt emulsion to the specified temperature range so that it is fluid enough to spray from the nozzles. The process for increasing the temperature of the EBL should be completed gradually so as not to prematurely break the emulsion.
- For EBL, the specified application temperature is 120°F to 180°F. Excessive heat and/or pumping can cause the emulsion to break thereby causing the nozzles to clog or spray an unsatisfactory pattern.

APPLICATION:

- At the beginning of each day of paving and after prolonged delays the spray-paver should demonstrate the ability to spray a proper emulsion fan pattern (at full width). A prolonged delay may be defined as a 10 minute or longer cessation of HMA placement to the existing paving surface. If a prolonged delay is encountered a header should be built and the existing surface prepped for the continuation of paving operations.
- The initial acceleration of the paver to operating speed can be achieved by manual or automatic control. If automatic is selected the paver operator should ensure that the speed differential is not so great as to leave a screed plate indentation in the newly applied material. If manual control is selected care should be taken to ensure that the proper rate and consistency of emulsion is achieved.

- Allowing the EBL to spray slightly wider than the lane's width (~3 inches on the shoulder side) can be a guide for monitoring emulsion application.
- The joint side of the first paving pass should have the EBL extending beyond the HMA.
- The emulsion being sprayed under the paver should always look consistent. If it isn't refer to *Appendix 1 – Trouble shooting*.
- For bonded dense graded projects, the nozzle size is usually smaller than those used in UBAS. Typically, the nozzle size and spray-paver type should be recorded and notice be given if the nozzles are changed during the project.
- For application consistency, the EBL quantities can be measured and calculated each time the spray-paver is refilled from the transfer vehicle.
- Paver speed and HMA material supply is critical to proper spray patterns. A speed too slow can cause irregular spray patterns.
- The proper EBL application will meet the Bond Strength Requirements in **TABLE 602-19**, this specification.
 - An open or rough textured surface may require more EBL than a surface that is tight or one that is flushed with asphalt.
 - Open or rough texture may be milled surfaces, UBAS ,chip seals, and some concrete pavements
 - Tight Texture may be new HMA surfaces, fog seals, hot in-place recycled surface
- The EBL's performance may be reduced if it is allowed to break prior to the placement and compaction of the HMA overlay. If paving operations have stopped momentarily and the EBL has broken prior to the application of HMA then a reduced rate of EBL may be applied over the already broken material prior to the continuation of regular paving operations. One example of this is at the startup of operations when the spray-paver demonstrates the nozzles ability to apply a uniform coverage.

SPECIAL CONSIDERATIONS:

- If the spray nozzles are not delivering a uniform coverage the paver's speed may not be sufficient to supply the necessary spray bar pressure to apply the EBL. For other solutions refer to *Appendix 1 – Trouble Shooting*.

ASPHALT EMULSION SUPPLIER:

- Asphalt particle size has an effect on the nozzles ability to spray a proper fan pattern. If the emulsion is delivered to the project and the particle size is too large the nozzles may clog even through the emulsion is at the higher end of the specified temperature range.

APPENDIX 1 – Trouble Shooting

At no time should the nozzles deliver an inconsistent fan pattern. "Foggy" areas that are momentary may not be severely detrimental as long as corrective action is taken to correct the fan pattern and the issue resolved in a short time. When areas of pavement are not receiving any emulsion and streaks are appearing on the surface paving operations should stop and corrective action taken.

Things to consider when determining inconsistent spray patterns;

1. Are the proper size nozzles installed and being used? Some spray-pavers have the capacity to use several nozzle sizes at a time. If they are large nozzles the fan pattern will not cover the pavement without increasing the EBL gallon per square yard quantity.
2. Is the paver traveling too slow? If the HMA material supply (truck count or plant speed) to the paver is not adequate the paver may travel slower to compensate for the supply issue. If this is the case paving operations should stop until a sufficient amount of trucks are available for proper operations.
3. Is the proper amount of EBL being delivered to the road's surface?
4. What is the temperature of the EBL? Increasing the temperature in a uniform and controlled manner may lower its viscosity and provide a better spray pattern.
5. Height of the spray bar can affect the width of the fan pattern. If all of the nozzles are spraying consistently but gaps of emulsion exist on the pavement the spray bar height may need to be increased.
6. If after refilling the paver with EBL the fan pattern becomes inconsistent switching between spray nozzles may clear the nozzles. Typically, spray-pavers have 2 or more sets of nozzles that are ready for operation.

APPENDIX B

Kansas Department of Transportation **Best Management Practices: Checklist for Tack**

PREPARATION:

- Consult with the emulsion supplier with respect to a particular asphalt-aggregate combination as there are few absolute rules that will work the same under all circumstances.
- Understand condition (previous use) of delivery tankers and steps taken to minimize risk of contamination to the asphalt emulsion.
- Remove accumulated dust and dirt by mechanical brooming or by flushing with air and/or water.

STORAGE/HANDLING:

- Prevent contamination by water, oils or other liquids.
- Prevent contamination by other incompatible emulsions.
- Protect from freezing and boiling temperatures that break the emulsion and cause separation into asphalt and water.
- If water is added by contractor, then water is to be clean, potable water, free from detectable solids or incompatible soluble salts. Test for dilution incompatibility, whenever in doubt, by diluting the emulsion in the severest conditions anticipated (e.g., high dilution, cold water, hard water, high shear pumps). No instability or coagulation should appear.
- Protect from local overheating caused by high temperature heating coils and surface heating pads. Use of hot water is recommended for heating emulsion. Where steam, hot oil or direct fire must be used, controls must keep coil surfaces below 85° C (185° F).
- Use bottom loading wherever possible or employ full-length drop hose to eliminate foaming. Foaming may cause a volume gauge error.
- Allow surface crust that may form on emulsion in storage to float without disturbance. Vertical tanks can help maintain constant and minimal surface area. Return lines into tanks should have outlets near the tank bottom and circulation should not free-fall or disturb surface crust.
- Reduce high shear that can break emulsions by enlarging clearances on new gear pumps by milling if necessary.
- Prevent unnecessary circulation that can cause drop in emulsion viscosity and emulsion instability.
- Do not agitate emulsion with forced air as it may cause the emulsion to break.

DISTRIBUTOR:

- Review appropriate maintenance practices of distributor with driver.
- Apply tack by a pressure distributor.
- All nozzles on the distributor are open and functioning.
- Nozzles are turned at the same angle to the spray bar; approximately 30°, depending on the manufacturer of the distributor.
- Proper height above the pavement surface provides a double or triple lap of the liquid asphalt material.
- Distributor heats the asphalt emulsion to the proper temperature so that it is fluid enough to be sprayed from the nozzles; not coming out in strings.

APPLICATION:

- Proper asphalt emulsion is used; material adheres to the existing surface.
- Correct amount of tack coat is sprayed on the surface, so some of the existing surface will still be visible through the tack coat—not all of the existing pavement surface will be covered with the tack coat. Use of a diluted asphalt emulsion tack coat (slow-setting asphalt emulsion diluted 1:1 with water) will result in complete coverage of an extremely thin residual asphalt film.
- The proper tack coat application will leave **residual asphalt cement content** of approximately 0.03 to 0.06 gal/yd² on the roadway.

- An open-textured surface requires more tack coat than a surface that is tight or one that is “fat” or flushed.
- More tack coat material may be needed on a milled surface because of the increased surface area. In this case, the application rate could be as great as 0.08 gal/yd² of residual asphalt cement.
- The emulsion must break (change color from brown to black) and the water must evaporate from the emulsion before the new mix can be placed over the tack coat material.
- If the overlay is to be constructed under traffic, the tack coat is normally placed only a short distance in front of the paver; within the lane closure and far enough ahead for the tack to cure properly before the mix is laid on top of it.

SPECIAL CONSIDERATIONS:

- Do not dilute rapid setting (RS) emulsions with water. RS emulsions require dilution with specific chemical emulsifier solutions to produce stable dilutions.

ASPHALT EMULSION SUPPLIER:

Variables that may be causing issues are, but not limited to, the following:

- Ionic charge on the asphalt emulsion
- Type and concentration of the emulsifying agent
- Addition of chemical modifiers
- Asphalt particle size in the emulsion
- Hardness and quantity of the base asphalt cement
- Chemical properties of the base asphalt cement
- Manufacturing variables

NOTE: Most of the list is derived from the Hot-mix Asphalt Paving Handbook (AASHTO/FAA/FHWA/NAPA/US Corp), A Basic Emulsion Manual (Asphalt Institute) and Performance Guidelines, Section 11(AEMA)

**KANSAS DEPARTMENT OF TRANSPORTATION
 SPECIAL PROVISION TO THE
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**SECTION 606
 MICROSURFACING**

606.1 DESCRIPTION

Spread a mixture of modified emulsified asphalt, mineral aggregate, water and additives on a prepared surface as specified in the Contract Documents.

BID ITEMS

Aggregate for Microsurfacing
 Emulsified Asphalt (*) (Modified)
 Mineral Filler
 *Designated Type and Grade

UNITS

Ton
 Ton
 Ton

606.2 MATERIALS

Provide materials that comply with the applicable requirements.

Emulsified Asphalt **DIVISION 1200**
 Aggregate for Microsurfacing **DIVISION 1100, this**
specification
 Water **DIVISION 2400**

Conduct aggregate acceptance tests at the point of usage.
 Use a Cationic Type CSS-1HM emulsified asphalt complying with **SECTION 1203**.
 For mineral filler, use any recognized brand of non-air-entrained portland cement that is free of lumps and acceptable to the Engineer.
 Provide a Type "C" certification for any proposed additives.
 The Engineer and the Contractor will test materials according to the Contract Documents and Appendix B- Sampling and Testing Frequency Chart-Quality Control/Quality Assurance Specifications.

606.3 CONSTRUCTION REQUIREMENTS

a. Mix Design.

(1) Job Mix Formula. Develop and submit the job mix formula and certified test results meeting the criteria in **TABLE 606-1** for the Engineer's approval. Include aggregate type and gradation, percentage of modified emulsion, water and cement by weight of dry aggregate in the mix.

TABLE 606-1: MICROSURFACING MIX DESIGN REQUIREMENTS		
Property	Test	Requirements
Wear Loss (Wet Track Test)	ASTM D3910 (1 hr soak)	50 g/ft ² , maximum
	(6 day soak)	75 g/ft ² , maximum
Wet Cohesion	ASTM D3910 @ 30 minutes	10 in-lbs, minimum
	@ 60 minutes	17 in-lbs, minimum
Wet Stripping	ISSA TB-114	90%, minimum
Mix Time @ 77°F	ISSA TB-113	Controllable to 120 seconds, minimum

(2) Proportioning. Use the proportions in **TABLE 606-2** unless otherwise shown in the Contract Documents. Do not begin microsurfacing until the Engineer approves the mix design, materials, and construction.

TABLE 606-2: MICROSURFACING MIX PROPORTIONING		
Material	Units	Value
Mineral Aggregate	lbs/SY dry weight	15, minimum
Modified Emulsion	Percent residue by weight	8.0, minimum
Mineral Filler	Percent by weight of dry aggregate	0.5 to 2.0 *
Additive	Percent by weight of dry aggregate	As required

* Unless otherwise approved by the Engineer.

(3) Aggregate and Asphalt. Screen the aggregate for lumps, and weigh it before delivery to the lay down machine. Weigh the emulsified asphalt. The Engineer will approve the screens and scales.

Provide individual volume or weight controls for proportioning each item to be added to the mix. Calibrate and mark each material control device. Locate the devices to be accessible for ready calibration, and place so the Engineer can determine the amount of each material used at any time.

Mineral filler may be added at the loading facility, provided the Engineer approves accurate proportioning and metering devices, and there is no detrimental effect on the final product.

b. Surface Preparation. Immediately before applying the microsurfacing, thoroughly clean the surface of the roadway of all foreign material and pre-wet as required.

c. Ruts. When shown in the Contract Documents, fill ruts, utility cuts and depressions in the existing surface before placing the final surface. Cover ruts and irregularities of less than ½ inch in depth with a full width scratch coat. Accomplish the scratch coat by using a rigid rear seal in the spreading equipment.

Independently fill ruts greater than ½ inch in depth using a rut filling spreader box 5 to 6 feet in width. Crown ruts filled with a rut filling spreader box to compensate for compaction.

Ruts in excess of 1 ½ inches require multiple passes with the spreader box to restore the original cross section. When multiple passes are required, carry traffic overnight on each rut-filling pass before a subsequent filling pass is made.

d. Mixing and Spreading. Mix and spread the microsurfacing materials with a self-propelled machine capable of accurately delivering and proportioning all of the required components. Operate the machine continuously while loading, eliminating construction joints. Do not use lumping, balling or unmixed aggregate.

Place longitudinal joints on lane lines. Do not overlap or leave gaps in longitudinal joints. Construct a finished microsurface with a uniform texture and free of scratches, tears and other surface irregularities. Repair the surface if any of these conditions exist:

- more than 1 surface irregularity that is ¼ inch or wider and 10 feet or longer in any 100 foot section of the microsurface;
- more than 3 surface irregularities that are ½ inch or wider and more than 6 inches long in any 100 foot section of the microsurface; or
- any surface irregularity that is 1 inch or wider and more than 4 inches long.

Construct finished, uniform, longitudinal and transverse joints in the microsurface. Repair the joints if any of these conditions exist:

- build-up of microsurface material at the joints;
- uncovered areas at the joints;
- longitudinal joints with more than ½ inch vertical space between the surface and a 4 foot straightedge placed perpendicular to the joint; or
- transverse joints with more than ¼ inch vertical space between the surface and a 4 foot straightedge placed perpendicular to the joint.

Construct the edges of the microsurface to follow the centerline, lane lines, shoulder lines and curb lines. Repair edges that vary more than ± 3 inches from a 100 foot straight line (or a 100 foot arch on a curved section).

Use methods approved by the Engineer to correct deficiencies in the microsurface. Construct a dense, repaired surface with a uniform texture.

e. Curing. Provide adequate means to protect the microsurface from damage by traffic until the mixture has cured sufficiently. Allow the surface of microsurfacing to cure so as to not adhere to or be picked up by the tires of vehicles. Allow traffic to use the microsurfacing when cured.

Cure the material used for filling wheel ruts a minimum of 24 hours before the full width coverage is applied.

f. Maintenance of Traffic. Maintain traffic according to **DIVISION 800** and the following:

- Station 1 flagger immediately ahead of the application of the microsurfacing material and 1 flagger immediately behind the section being cured.
- Display suitable speed limit signs and "fresh oil" signs. Move the signs forward with the flaggers as the work progresses.
- Suspend application of the microsurface early enough each day to permit traffic to safely travel over the completed work before sunset.
- Repair any traffic damage to the microsurface at Contractor expense.

g. Seasonal and Weather Limitations. Construct the microsurfacing between May 1 and October 15. Do not place microsurfacing when the ambient air temperature is less than 50°F, or the weather is foggy or raining, or the air temperature is forecasted to go below 32°F within 24 hours following the placement.

h. Observation Period. If the microsurfacing is constructed in accordance with the seasonal limitations in subsection **606.3g.**, the Engineer, along with the Contractor, will inspect the microsurfacing 30 days after work is completed on the microsurfacing. If the seasonal limitations in **subsection 606.3g.** are modified, the Engineer, along with the Contractor, will inspect the microsurfacing between May 1 and April 1 the following year. Repair areas where there is no microsurface left in place (bare areas) as directed by the Engineer:

- In 5% the wheel paths; and
- Individual areas ≥ 10 square yards; and
- Where the total square yards of bare areas is greater than 5% of the total square yards of the microsurfacing.

g. Pavement Smoothness. Microsurfacing is excluded from profilograph testing, and not eligible for pay adjustments.

606.4 MEASUREMENT AND PAYMENT

The Engineer will measure aggregate for microsurfacing, emulsified asphalt (modified) and mineral filler by the ton. No deduction will be made for moisture in the aggregate. When sacked portland cement is used, 1 sack equals 94 pounds.

Water used for pre-wetting the pavement surface and mix water is subsidiary to other bid items and will not be measured for separate payment.

Material used to correct surface deficiencies in the microsurfacing will not be measured for payment.

Payment for "Aggregate for Microsurfacing", "Emulsified Asphalt (Modified)" and "Mineral Filler" at the contract unit prices is full compensation for the specified work.

SECTION 1109

AGGREGATE FOR MICROSURFACING

1109.1 DESCRIPTION

This specification covers aggregates for use in microsurfacing operations.

1109.2 REQUIREMENTS

a. Composition. Provide aggregate for microsurfacing that is crushed gravel, crushed calcite cemented sandstone, or chat which is a material obtained from the mining of lead and zinc ores.

Produce crushed gravel by mechanical crushing of siliceous gravel and not containing more than 15% non-siliceous material.

b. Quality.

- Soundness, minimum (KTMR-21) 0.90
- Wear, maximum (AASHTO T 96) 40%

c. Product Control.

Provide material that complies with **TABLE 1109-1**:

TABLE 1109-1: GRADING REQUIREMENTS							
Percent Retained - Square Mesh Sieves							
1/2"	3/8"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 200
0	0-1	6-14	30-55	50-75	65-85	75-90	85-95

Additional Requirements for Crushed Gravel.

- Percent Crushed Particles (KT-31) (minimum) 98%*
- Uncompacted Void Content of Fine Aggregates (KT-50) (minimum) 46%
- Sand Equivalent (KT-55) (minimum) 65%

*Provide 98% of the crushed gravel with 2 or more fractured faces.

Deleterious Substances. Provide materials that are free from weeds, sticks, grass, roots and other undesirable foreign matter.

d. Stockpiling. Stockpile and handle aggregates in such a manner to prevent detrimental degradation and segregation, the incorporation of appreciable amounts of foreign material, and the intermingling of stockpiled materials.

1109.3 TEST METHODS

Test aggregates according to the applicable provisions of **SECTION 1115**.

1109.4 PREQUALIFICATION

Prequalify aggregate sources according to **subsection 1101.4**.

1109.5 BASIS OF ACCEPTANCE

Aggregates covered by this subsection are accepted based on the procedures described in **subsection 1101.5**.

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 603 and replace with the following:

SECTION 603

ASPHALT PAVEMENT SMOOTHNESS

603.1 DESCRIPTION

Determine the smoothness of the pavement surface and correct the deficiencies as specified in the Contract Documents.

For the purposes of this specification, define new construction to mean construction where pavement did not exist before, and where existing pavement is removed down to the base or subgrade.

All other conditions should be considered rehabilitation construction.

When projects contain both new and rehabilitation construction, follow appropriate guidelines for each type.

BID ITEM

Asphalt Pavement Smoothness

UNITS

Lump Sum

603.2 MATERIALS - None specified.

603.3 CONSTRUCTION REQUIREMENTS

a. Profilograph Testing. Determine the pavement smoothness by profiling the pavement surface of through traffic lanes and ramps. Excluded from profilograph testing, and not eligible for pay adjustments, on all projects are:

- bridge decks
- acceleration and deceleration lanes of at-grade intersections
- turning lanes
- shoulders
- pavement on horizontal curves with centerline radius of curvature of less than 1000 feet, and pavement within the superelevation transition of such curves
- individual sections of pavement less than 50 feet in length
- the first (or last) 15 feet of a pavement section where the Contractor is not responsible for the adjoining surface
- side roads less than 250 feet in length
- county secondary projects
- existing roadways that are surfaced with a plan thickness of less than 4 inches of hot mix asphalt (HMA)
- chip seals
- microsurfacing
- ultrathin bonded asphalt surface (UBAS)

Profile and correct, if necessary, the following categories of asphalt surfacing. These are not eligible for pay adjustments:

- existing roadways that are milled, then surfaced with a plan thickness of less than 4 inches of hot mix asphalt (HMA).
- existing roadways that are surfaced with a plan thickness of less than 4 inches of HMA that is placed in 2 or more lifts.

- existing roadways that are cold in-place recycled (CIR) with a plan depth of 2 inches or more, then surfaced with a plan thickness of less than 4 inches of HMA.
- existing roadways that are hot-in-place recycled (HIR) with a plan depth of 1 ½ inches or more, then surfaced with a plan thickness of less than 4 inches of HMA.

In addition to the asphalt surfacing above, profile and correct, if necessary, the following categories of asphalt base, prior to placement of the surface course. These are not eligible for pay adjustments:

- CIR pavement with a plan thickness of 2 inches or more.
- HIR pavement with a plan thickness of 1 ½ inches or more.
- HMA Base with a plan thickness of less than 4 inches when the surface course is UBAS. Profile and correct HMA base prior to placing UBAS.

b. Equipment. Use a California type profilograph, prequalified by the Bureau of Construction and Materials, to determine the pavement profile. If approved by the Bureau of Construction and Materials, other types of profilographs that produce results compatible to the California type profilograph may be used. If the profilograph has a mechanical recorder, provide a ProScan electronic scanner with motorized paper transport to reduce the trace. Use the motorized paper transport when scanning the profilograph traces. The Bureau of Construction and Materials can provide the information necessary for the Contractor to obtain a ProScan electronic scanner. If approved by the Bureau of Construction and Materials, other types of automated trace reduction equipment may be used. If the profilograph has a computerized recorder, the trace produced is evaluated without further reduction.

c. Profilograph Operation. Provide an operator for the profilograph certified according to KT-46, Part V.

Determine the pavement profiles for each lane according to the procedures for 1 lane shown in Kansas Test Method KT-46. Additional profiles may be taken only to define the limits of an out-of-tolerance surface variation. The Engineer may use a 10-foot straightedge (or other means) to detect irregularities outside the required trace paths. The Engineer may also use the straightedge to delineate the areas that require corrective action.

Determine a profile index (in./mi.) for each pavement section of finished pavement. A pavement section is a continuous area of pavement surface 0.1 mile long by 1 lane wide (12 feet nominal). A partial pavement section resulting from an interruption (such as a bridge) of the continuous pavement surface is subject to the same testing and evaluation as a whole section.

Profile the pavement after final rolling, and within 72 hours of completing the asphalt paving on the project. At the Engineer's discretion, the Contractor will profile the pavement after final rolling, and within 24 hours of placement of the pavement.

If the Contractor elects to test intermediate lifts with the profilograph, make the profilograms available to the Engineer to review for evaluating the paving methods and equipment.

On surfaces excluded from profilograph testing, the Engineer will determine the pavement smoothness using a 10-foot straightedge. The Engineer will select the locations to be tested. The variation of the surface from the testing edge of the straightedge shall not exceed ⅛ inch between any 2 contacts, longitudinal or transverse.

Correct all irregularities exceeding the specified tolerance using equipment and methods approved by the Engineer. After the irregularities are corrected, the Engineer will retest the area to verify compliance with the specified tolerance.

d. Profilograph Evaluation and Corrective Actions. Evaluate the profilograph results according to KT-46. Provide the Engineer with the profilograms and their evaluation the first working day after profiling the roadway.

Determine and evaluate the profile index (in./mi.) for each trace and the average profile index (in./mi.) for each section to identify where corrective action is needed.

Determine the daily average profile index (in./mi.) for each day's paving operation. A day's paving operation is the pavement placed in a day (a minimum of 1 pavement section).

- If less than 1 pavement section is placed in a day, the day's production is grouped with the next day's production.
- If the production of the last day of project paving is less than 1 pavement section, it is grouped with the previous day's production.
- The Contractor has the option of profiling the final portion of a day's production (not to exceed 5 sections) the first working day that paving is continued in the same lane. If the Contractor opts to

profilograph the final portion of a day's paving the next working day that paving is continued in the same lane, those results (the final portion of the previous day's paving) are grouped with the day's paving as the lane is continued.

(1) For new construction bid items in **SECTION 602**, take the required corrective actions according to **TABLE 603-1**.

TABLE 603-1: ASPHALT PAVEMENT SURFACE TOLERANCES, NEW CONSTRUCTION SECTION 602 BID ITEMS		
Pavement Surface Tolerances (in./mi.)		Required Corrective Action
Through Lanes Speed Limit Greater than 45 mph	Acceleration Lanes* Deceleration Lanes* Ramps* Through Lanes Speed Limit 45 mph or Less	
Profile Index per Section of 30 or less for an individual trace	Profile Index per Section of 40 or less for an individual trace	Correct all bumps and dips**.
Profile Index per Section greater than 30 for an individual trace		Correct the Profile Index of each individual trace to 30 or less per section**.
	Profile Index per Section greater than 40 for an individual trace.	Correct the Profile Index of each individual trace to 40 or less per section**.
Daily Average Profile Index greater than 40	Daily Average Profile Index greater than 65	Suspend the paving operations until corrective actions are taken to improve the paving operations.

*Acceleration/deceleration lanes include the taper. Acceleration lanes that become through lanes are limited to 500 feet from the nose of the ramp. Ramps are from the nose to the intersection of the adjoining road.

**Correct all areas within each section having high or low points (bumps or dips) with deviations in excess of 0.3 inches in a length of 25 feet or less regardless of the profile index value.

(2) For all other rehabilitation construction bid items in **DIVISION 600**, take the required corrective actions according to **TABLE 603-2**.

TABLE 603-2: ASPHALT PAVEMENT SURFACE TOLERANCES, REHABILITATION DIVISION 600 BID ITEMS (EXCEPT SECTION 602, NEW CONSTRUCTION)		
Pavement Surface Tolerances (in./mi.)		Required Corrective Action
Through Lanes	Acceleration Lanes* Deceleration Lanes* Ramps* ≥ 1 ½" Surface Recycled Asphalt/Hot In-place Recycled Asphalt Pavement ≥ 2" Cold Recycle Asphalt Construction	
Profile Index per Section of 30 or less for an individual trace	Profile Index per Section of 40 or less for an individual trace	Correct all bumps and dips**.
Profile Index per Section greater than 30 for an individual trace		Correct the Profile Index of each individual trace to 30 or less per section**.
	Profile Index per Section greater than 40 for an individual trace.	Correct the Profile Index of each individual trace to 40 or less per section**.
Profile Index per Section greater than 40 for an individual trace	Profile Index per Section greater than 50 for an individual trace.	Suspend the paving operations until corrective actions are taken to improve the paving operations.

*Acceleration/deceleration lanes include the taper. Acceleration lanes that become through lanes are limited to 500 feet from the nose of the ramp. Ramps are from the nose to the intersection of the adjoining road.

**Correct all areas within each section having high or low points (bumps or dips) with deviations in excess of 0.4 inches in a length of 25 feet or less regardless of the profile index value.

e. Corrections. Make the required corrections for pavement smoothness before making the pavement thickness determinations. Use these methods for corrections:

- diamond grinding when the layer is the final riding surface
- when the layer will be covered with a chip seal or microsurfacing
 - micro-milling or fine-lace milling (minimum of 60 teeth per foot) may be done in a continuous 100-foot segment provided there is at least 400 feet of the surface adjacent to the segment that is not milled or diamond ground
 - diamond grind when more than 100 feet within a 400-foot segment requires correction. The Engineer may permit micro-milling if in the opinion of the Engineer the resulting surface is not detrimental to the functionality of the chip seal or the microsurfacing
- milling if the layer will be covered by UBAS or a layer of HMA.
- remove and replace the entire pavement thickness
- remove the surface by milling, and replace the specified surface course
- overlay (not patch) with the specified surface course
- other methods that are approved by the Engineer

Apply the corrective measure to the full-lane width of the pavement. The corrected areas shall have uniform texture and appearance. The beginning and ending of the corrected areas shall be squared normal to centerline of the paved surface.

When grinding is performed, use vacuum equipment or other continuous methods to remove grinding slurry and residue. Remove from the project and properly dispose of the material. Do not allow the grinding slurry to flow across lanes being used by traffic, onto shoulder slopes, into streams, lakes, ponds or other bodies of water, or gutters or other drainage facilities. Do not place grinding slurry on foreslopes.

f. New Construction Bid Items in SECTION 602, and Eligible for Pay Adjustments. After the profilograph traces have been evaluated, make corrections according to **TABLE 603-3.**

TABLE 603-3: GRINDING REQUIREMENTS	
Condition	Action*
Greater than 25% (132 feet) of the 0.1 mi. section requires correction	Continuously grind the entire 0.1 mi. section.**
Greater than 25% (1320 feet) of 1.0 mi. segment require correction	Continuously grind the entire 1.0 mi. segment, when the areas requiring correction are dispersed throughout the 1.0 mi. segment. If the areas requiring correction are isolated to 1/3 or 1/2 mi. within the 1.0 mi. segment, then only grind that 1/3 or 1/2 mi.

* Continuously grinding requires a minimum of 98% of the pavement be ground.

**If the skip length between areas to be ground (either within a 0.1 mi. section or between 0.1 mi. sections) is less than either grind length, combine the grinds so the area between is also ground. This additional ground area (area between) will apply to the computation of the 25% of the 0.1 mi. section.

If the Contractor elects or is required by **TABLE 603-3** to continuously grind the entire project, the following apply:

- the areas excluded in **subsection 603.3a.** are not required to be ground;
- at intersections constructed with multiple transitions for drainage (especially in urban areas), if smoothness meets **SECTION 603**, the intersection is not required to be ground; and
- when transitioning from a ground area to an unground area, feather the grinding a uniform distance throughout the project.

Grind and texture the entire surface of the pavement in the longitudinal direction. Provide positive lateral drainage by maintaining a constant cross slope between grinding passes in each lane.

Maintain a uniform transverse slope that matches the existing cross slope to the extent possible with no depressions or humps greater than 1/4 inch in 12 feet when tested with a string line or straightedge. Do not exceed by more than 1/16 inch the vertical alignment between adjacent passes of the cutting head. Begin and end grinding lines normal to the direction of vehicle travel. Grind the surface so corrugations are parallel to the pavement edge with ridges 1/16 inch, ±1/32 inch higher than the valleys of the corrugations.

g. Profilograms. After pavement sections are corrected, re-profile the pavement surface to verify compliance with the specified pavement smoothness. Provide the Engineer with the profilograms and their evaluation within 2 working days after correcting the pavement surface.

The Engineer may perform profilograph testing on the pavement surface for monitoring and comparison purposes. If the Engineer determines that the Contractor's certified test results are inaccurate, the Engineer may choose to test the entire project length. The Engineer will charge the Contractor for such testing at the rate of \$500 per mile per profile track, with a minimum charge of \$1000. Providing inaccurate test results may result in de-certification of the Contractor's certified operator.

603.4 MEASUREMENT AND PAYMENT

a. General. The Engineer will base the pay adjustment for pavement smoothness on the initial average profile index of the pavement section before any corrective work is performed. If the Contractor elects to remove and replace a pavement section, the Engineer will base the pay adjustment for pavement smoothness on the initial average profile index of the pavement section after the replacement.

For reconstruction projects, if the Contractor elects or is required by **TABLE 603-3** to continuously grind the entire project, pay adjustments will be based on the average profile index determined after all grinding is performed.

b. New Construction, Bid Items in SECTION 602, Eligible for Pay Adjustments. The Engineer will apply the contract price adjustment according to **TABLE 603-4**. Payments for "Asphalt Pavement Smoothness" are an added item to the contract.

TABLE 603-4: ASPHALT PAVEMENT SMOOTHNESS PAY ADJUSTMENT NEW CONSTRUCTION	
Average Profile Index (in./mi. per lane per 0.1 mi. section)	Contract Price Adjustment (per 0.1 mi. section per lane)
6.0 or less	+\$1000.00
6.0 to 10.0	+\$835.00
10.1 to 15.0	+\$625.00
15.1 to 18.0	+\$310.00
18.1 to 30.0	0.00
30.1 to 40.0	0.00*
40.1 or more	-\$615.00*

*Correct to 30.0 in./mi. (40.0 in./mi. as noted in TABLE 603-1).

The pay adjustments in TABLE 603-4 are for 12" thick hot mix asphalt and 8" thick portland cement concrete pavements. Pay adjustments for pavements of different thicknesses will be reduced or increased proportionally, based on the typical section for the extent. (i.e. pay adjustment for a 9" hot mix asphalt pavement is equal to the adjustment from the TABLE 603-4 multiplied by 0.75).

c. Rehabilitation Construction, for all Other Bid Items in DIVISION 600 and Eligible for Pay Adjustments, Take the Required Corrective Actions According to TABLE 603-5. The Engineer will apply the contract price adjustment according to TABLE 603-5. Payments for "Asphalt Pavement Smoothness" are an added item to the contract.

TABLE 603-5 ASPHALT PAVEMENT SMOOTHNESS PAY ADJUSTMENT REHABILITATION CONSTRUCTION	
Average Profile Index (in./mi. per lane per 0.1 mi. section)	Contract Price Adjustment (per 0.1 mi. section per lane)
7.0 or less	+\$152.00
7.1 to 10.0	+\$76.00
10.1 to 30.0	0.00
30.1 to 40.0	0.00*
40.1 or more	-\$203.00*

*Correct to 30.0 in./mi. (40.0 in./mi. as noted in TABLE 603-2).

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 602, and replace with the following:

SECTION 602

**HOT MIX ASPHALT (HMA) CONSTRUCTION
(Quality Control/Quality Assurance (QC/QA))**

602.1 DESCRIPTION

Mix and place 1 or more courses of plant produced HMA mixture on a prepared surface as shown in the Contract Documents. Demonstrate quality control by providing the quality control testing.

BID ITEMS

HMA Base (*)(**)(***)
HMA Surface (*)(**)(***)
HMA Overlay (*)(**)(***)
HMA Pavement (#)(##)
HMA Pavement (#) Shoulder
Emulsified Asphalt (****)
Asphalt Core (Set Price)
Material for HMA Patching (Set Price)
Quality Control Testing (HMA)
*Mix Designation
**Grade of Asphalt Binder
***Shoulder
****Type and Grade of Emulsified Asphalt
Thickness
##Type of surface course HMA mixture

UNITS

Ton
Ton
Ton
Square Yard
Square Yard
Ton
Each
Ton
Ton

602.2 CONTRACTOR QUALITY CONTROL REQUIREMENTS

a. General. Provide qualified personnel and sufficient equipment complying with the requirements listed in Part V to conduct quality control testing that complies with Appendix B, Sampling and Testing Frequency Chart for Asphalt Construction Items for Quality Control/Quality Assurance Projects.

Allow the Engineer access to the Contractor's laboratory to observe testing procedures, calculations, test documentation and plotting of test results.

Calibrate and correlate the testing equipment with prescribed procedures, and conduct tests in compliance with specified testing procedures as listed in Part V.

Maintain a Quality Manual in the field laboratory showing the calibrations performed on all test equipment and when the next calibration is due for that equipment. As a minimum, follow the calibration/verification interval established in Table 2: HMA Materials Test Equipment in Section 5.2.7.1-HMA: Contractor's Quality Control Plan, Part V. See also, Section 5.2.7.3-Example of a Laboratory Quality Manual for HMA, Part V.

Store and retain the most recent 2 lots per mix designation of quality control samples for KDOT. KDOT will retain the most recent 2 lots per mix designation gyratory compacted air voids (Va) verification samples and the remaining material not previously used for testing (back half of sample). Do not retain more than the previous 3 lots per mix designation of quality control or verification samples. When the hot mix plant shuts down for the winter, discard the samples after 7 days.

b. Quality Control Plan (QCP). At the pre-construction conference, submit to the Engineer for approval, a QCP as outlined in Section 5.2.7-Contractor's Quality Control Plan, Part V. Follow 5.2.7.1-HMA: Contractor's Quality Control Plan in Part V as a general guideline. The Contractor's laboratory and equipment will be inspected and approved as outlined in Section 5.2.7-Contractor's Quality Control Plan, Part V.

Include a listing of the names and phone numbers of individuals and alternates responsible for quality control administration and inspection. On the Contractor's organizational chart, show the specified lines of authority relating both to mix design and quality control operations during production. Post the organizational chart in the Contractor's test facility.

Provide a quality control organization or private testing firm having personnel certified according to the Policy and Procedures Manual for The Certified Inspection and Testing (CIT) Training Program. The testing for this type of construction will require personnel certified in Aggregate Field Tester (AGF), Aggregate Lab Technician (AGL), Superpave Field (SF), Profilograph (PO) and Nuclear Moisture Density Gauge Tester (NUC) classifications. Provide a minimum of 1 employee on the project certified in the QC/QA Asphalt Specs (QCA) classification.

Only persons certified in the appropriate classifications covering the specific tests required shall perform such testing. At the beginning of the project, provide the Engineer with the list of certified technicians and alternates, phone numbers and tests/inspection they will be performing. Include certification expiration dates for all certified technicians. As personnel changes and certifications may expire, continue to provide the Engineer with an accurate list.

Provide an organizational chart showing the specified lines of authority relating to both mix design and quality control operations during production. Identify the company official acting as liaison with KDOT, and the Certified Technician who will direct inspection and testing. Post the chart in the test facility.

Brioche

c. Required Duties of Certified Inspectors. Be available on the project site whenever HMA is being produced and being placed on the project site. Perform and utilize quality control tests and other quality control practices to assure that delivered materials and proportioning meet the requirements of the mix designs.

Periodically inspect all equipment utilized in transporting, proportioning, mixing, placing and compacting to assure it is operating properly and that placement and compaction comply with the contract requirements.

d. Contractor's Testing Facilities. Describe the testing facility and its accreditation in the QCP.

Locate the testing facility either at the plant site or at the project. Obtain approval of the testing facilities and location from the DME before the commencement of mixture production.

Provide suitable space for the required testing equipment. Also, equip the testing facility with these items for the exclusive use of the testing facility's quality control personnel and the Engineer:

A telephone with a private line for the exclusive use of the testing facility's quality control personnel; and

A copying machine for use by the Contractor's personnel and the Engineer.

Broadband internet connection (for 1 computer). If the Engineer determines that broadband internet service is not available, provide a fax machine, at no additional cost.

An air conditioner capable of maintaining a temperature below 77°F in the main part of the Field Office and Laboratory.

Locate the KDOT field laboratory near the Contractor's testing facility and have it fully functional 2 working days before placement of the pre-production mix.

e. Documentation. Include in the QCP procedures, charts and forms to be used to provide the required documentation.

Record all original documentation in a bound field book or other KDOT approved bound record and turn over to KDOT at the end of the project.

At all times, have complete records of all inspections and tests available on site for the Engineer. All records documenting the Contractor's quality control inspections and tests become the property of KDOT upon completion of the work.

Indicate the nature and number of observations made, the number and type of deficiencies found, the quantities approved and rejected, and the corrective action taken in the records. Examples of quality control forms and charts are available in Part V, or Contractors may design their own. Documentation procedures are subject to approval by the Engineer before the start of the work and to compliance checks during the progress of the work.

Maintain control charts on an ongoing basis.

Provide the following test data to the KDOT Project Representative:

- Copies of all test results and control charts on a weekly basis, representing the prior week's production;
- Copies of the quality control summary sheet on a daily basis. Include, as a minimum, mix gradation, binder content, theoretical maximum specific gravity (G_{mm}), air voids (V_a) at N_{des} , percent G_{mm} at N_{ini}

- and N_{max} , voids in mineral aggregate (VMA), voids filled with asphalt (VFA) and dust to effective binder content (D/B) ratio; and
- Copies of all failing test results (based on a moving average of 4 tests, when appropriate). Include all applicable sieves, VMA, VFA, density at N_{ini} and N_{max} , and D/B ratio.

f. Testing Requirements. In the QCP, identify test methods, procedures and equipment proposed for use. Use standard KDOT test methods and properly calibrated measuring and testing equipment as outlined in Part V. Detail any alternative sampling method, procedure or inspection equipment proposed to be used. Such alternatives are subject to review and approval by the DME.

Take all samples for tests and perform in-place tests at random locations, selected according to the Contractor's QCP and at the rates specified in the Sampling and Testing Frequency Chart for Hot Mix Asphalt for Quality Control/Quality Assurance Projects in Appendix B, Part V.

g. Pre-Production Testing Requirements.

(1) The Engineer will observe the Contractor obtaining and splitting the pre-production test section sample into 3 representative portions. Each sample set shall consist of enough material for 2 gyratory specimens, theoretical G_{mm} and ignition burnoff.

(2) Mold 2 gyratory specimens from the 1st sample set immediately, while still hot. Additional heating may be required to raise the temperature of the sample to compaction temperature. Determine G_{mm} , perform ignition burnoff and complete calculations.

(3) Provide the KDOT Field Representative with the 2nd sample set. The KDOT Field Representative will mold 2 gyratory specimens, determine G_{mm} , perform ignition burnoff and complete calculations.

(4) Retain or provide the 3rd sample set to the KDOT District Materials Representative.

(5) The results of the testing will be compared. If Contractor and KDOT field laboratory test results do not compare favorably, the District Materials Laboratory will test their $\frac{1}{3}$ of the sample. This sample will be transported to the District Materials Laboratory, after it has cooled to ambient air temperature. KDOT personnel will reheat the sample to compaction temperature, mold 2 gyratory specimens, determine G_{mm} , perform ignition burnoff and complete calculations. If the 3rd sample set is collected, transported while hot to the District Materials Laboratory and compacted in less than 2 hours, then, at the DME's discretion, the requirement to cool the sample may be waived.

If results are not acceptable to either party, repeat the above steps in **subsections 602.2g.(1) through (5)** for the Contractor's Field Laboratory, KDOT's Field Laboratory, and District Materials Laboratory until the issues may be resolved satisfactorily by all parties.

h. Lot 1 Testing Requirements.

(1) Sequence of Sampling. KDOT field personnel will determine the random truckload for the Contractor for sublots A, B, C and D, and the KDOT verification test.

The verification sample will be sampled and tested by KDOT field personnel. The verification sample shall be randomly taken within the lot and shall not be the same truckload as selected for the Contractor's subplot A, B, C or D.

KDOT field personnel will:

- provide the random spots to sample from behind the paving operations before compaction (KT-25);
- not supply the Contractor the identity of the truckload to be sampled ahead of time;
- notify the Contractor's laboratory of which truck to sample after the aggregate has left the cold feeds, and before the truck is finished loading; and
- determine whether the split sample will be taken from subplot A or B and notify the Contractor.

(2) Split Samples. The Contractor shall:

- obtain a sample large enough to split 3 ways for testing;
- retain and test $\frac{1}{3}$ of the sample;
- supply $\frac{1}{3}$ of the sample to the KDOT field laboratory for testing; and
- supply $\frac{1}{3}$ of the sample to the KDOT District Materials Laboratory for testing.

(3) Results. At a minimum, compare G_{mm} and V_a results. The acceptable differences are 0.019 and 0.5%, respectively. If the results exceed these differences, take an additional split sample in Lot 1 from subplot C or D, as time permits.

If test results do not compare favorably, KDOT and the Contractor will investigate the differences in test results together and take appropriate action. The Contractor's test results will be used for quality control. KDOT Field Laboratory test results and District Materials Laboratory test results will be reported as "information only" samples.

i. Testing Requirements for Lots 2 and Greater.

(1) Take all samples for tests at random locations as designated in the approved QCP at the rates specified in Appendix B, Part V.

Provide the Engineer with the random locations before going to the roadway to determine density or sample the HMA. The Engineer reserves the right to generate the random locations. If the Engineer generates the random locations, the Contractor will be notified before going to the roadway to sample the HMA or determine density.

(2) Conduct the tests for mixture properties, aggregate gradation and binder content on representative portions of the HMA, quartered from the larger sample of HMA. Take a random sample weighing a minimum of 55 pounds from behind the paver and transport it to the test facility, using a method to retain heat to facilitate sample quartering procedures.

(3) Record and document all test results and calculations on data sheets provided by KDOT. Record specific test results on a daily summary sheet provided by KDOT to facilitate the computation of moving test averages. Base moving averages on 4 consecutive test results. Calculations are to be based on the precision displayed on the data sheets. Use "precision displayed" when calculating within Excel. Appendix B, Part V shows the accuracy to "record to" for the tests listed. Include a description of quality control actions taken (adjustment of cold feed percentages, changes in Job Mix Formulas (JMF), etc.) in the Daily Quality Control Summary Sheet. In addition, post and keep current quality control charts, showing both individual test results and moving average values. As a minimum, plot the single test values and the 4 test moving average values, as applicable, on KDOT approved control charts for the mix characteristics shown in **TABLE 602-12**.

(4) If the Contractor and Engineer agree, the procedures shown for sampling, testing and evaluation of Lot 1 in **subsection 602.2h**, may be used for any other Lot produced on the project.

j. Corrective Action. In the QCP, identify procedures for notifying the Engineer when corrective measures must be implemented, and for halting production.

k. Non-Conforming Materials. In the QCP, specifically address how non-conforming materials will be controlled and identified. Establish and maintain an effective and positive system for controlling non-complying material, including procedures for its identification, isolation and disposition. Reclaim or rework non-complying materials according to procedures acceptable to the Engineer. This could include removal and replacement of in-place pavement.

Positively identify all non-conforming materials and products to prevent use, shipment and intermingling with complying materials and products. Provide holding areas, mutually agreeable to the Engineer and Contractor.

602.3 MATERIALS

a. Asphalt Binder. Provide Asphalt Binder that complies with **DIVISION 1200**. Post a legible copy of the latest bill of lading for the Asphalt Binder on or near the gyratory compactor. Use the mixing and compaction temperatures shown on the bill of lading; however, the maximum mixing or compaction temperature is 340°F, unless otherwise approved by the Field Materials Engineer. Notify the Engineer if the mixing or compaction temperature changes.

Exception: The mixing temperature may be increased no more than 10°F above the maximum mixing temperature shown on the bill of lading provided all the following are met:

- The air temperature is below 70°F.
- The plant has not produced mix earlier in the day.
- Do not exceed a mix temperature of 350°F.
- No truck has returned for its second load of the day.

Once a previously loaded truck returns for its next load, reduce the temperature to not higher than the maximum mix temperature shown on the bill of lading, not to exceed 340°F.

b. Reclaimed Asphalt Pavement (RAP) and Recycled Asphalt Shingles (RAS). Provide RAP and RAS that comply with **SECTION 1103**.

c. Aggregates. Provide aggregates that comply with **SECTION 1103**.

d. Combined Aggregates. Provide combined aggregates for the mixes required in the Contract Documents as shown in **TABLE 602-1**.

Mixes may use any combination of aggregate and mineral filler supplements complying with the applicable requirements in **TABLES 1103-1** and **1103-2**.

Provide materials with less than 0.5% moisture in the final mixture.

The maximum quantity of crushed steel slag used in the mix is 50% of the total aggregate weight.

For all mixes used on the traveled way, the maximum quantity of natural sand is 35%.

Natural sand shall be called SSG-1, SSG-2, etc. in the mix design.

Additional requirements for SM-9.5T and SR-9.5T:

- Traveled way mixes shall include a minimum of 40% primary aggregate based on total aggregate weight;
- A minimum of 50% of the plus No. 4 mesh sieve material in the mixture shall be from the primary aggregate;
- A minimum of 45% of the plus No. 8 mesh sieve material in the mixture shall be from the primary aggregate; and
- Primary aggregates are designated as CS-1 (excluding limestone), CS-2 (excluding limestone), CG, CH-1 and CSSL as described in **subsection 1103.2a.(1)**. Primary aggregate requirements do not apply to the mixture used on the shoulder.

e. Contractor Trial Mix Design. A minimum of 10 working days before the start of HMA production, submit in writing to the DME for review and approval, a proposed JMF for each combination of aggregates. For each JMF submitted, include test data to demonstrate that mixtures complying with each proposed JMF shall have properties specified in **TABLE 602-1** for the designated mix type at the Recommended Percent Asphalt (P_{br}). Submit the proposed JMF on forms provided by KDOT. Submit the worksheets used in the design process to include at a minimum the mix properties listed in **TABLE 602-2**. Contact the DME to determine if additional information should be submitted. Provide sufficient material as identified in **TABLE 602-3**. Contact the DME to determine if additional material is needed for additional design checks such as the modified Lottman test (KT-56).

When more than 25% of the mix is comprised of siliceous virgin aggregates and/or RAP, add anti-strip to the mix. The minimum amount of anti-strip required in the mix is 0.01% for every percent of natural sand and RAP in the mix. Thus, if 25% natural sand and 10% RAP is in a mix, then 0.35% anti-strip by weight of virgin asphalt binder is required in the mix.

If during production, the Tensile Strength Ratio (TSR) values (both KDOT and Contractor) exceed 85%, then the Contractor and the DME, working together, may decide on a lower amount of anti-strip.

Submit for the Engineer's review and approval, the test data listed in **TABLE 602-4** for each blend and the proposed JMF. In addition, for mixes containing RAP or RAS, submit for the Engineer's review and approval, the test data listed in **TABLE 602-5** for each blend and the proposed JMF. Submit a mix design for each blend and the proposed JMF as outlined in **TABLE 602-6**.

For each aggregate used in the mix design, determine the specific gravity using KT-6. This may be accomplished while the project is being constructed or anytime during the 12 months preceding the start of construction on a project. If construction has not yet begun, notify the DME 5 working days prior to obtaining the material for the specific gravity test so that companion samples may be obtained at the same time. If construction has already begun on the project, then determine the specific gravity values of the individual aggregates before 10,000 tons of HMA is produced. Provide the test results to the DME within 14 days of sampling the material. If the producer of the aggregate has been required to submit material to KDOT for a new Official Quality test, since the time the Contractor ran the specific gravity tests, then perform KT-6 on the aggregate currently produced. Do not use the specific gravity values obtained from these tests in the mix design calculations for current projects, unless mutually agreeable to both parties. Use the information, as soon as it becomes available, as part of the process to verify and update the "Monthly Hot Mix Aggregate Specific Gravity Values" posted on KDOT's Internet site.

TABLE 602-1: COMBINED AGGREGATE REQUIREMENTS											
Nom. Max. Size Mix Designation	Percent Retained – Square Mesh Sieves									Min. VMA (%)	D/B Ratio
	1 1/2"	1"	3/4"	1/2"	3/8"	No. 4	No. 8	No. 16	No. 200		
SM-4.75A SR-4.75A			0	0-5	0-10		40-70	88.0-94.0	16.0	0.9 – 2.0	
			0	0-2	0-5	0-10		40-70	88.0-94.0	16.0	0.9 – 2.0
SM-9.5A SR-9.5A			0	0-10	10 min.	33-53		90.0-98.0	15.0	0.6 – 1.2	
			0	0-2	0-10	10 min.	33-53	90.0-98.0	15.0	0.6 – 1.2	
SM-9.5B SR-9.5B			0	0-10	10 min.	53-68		90.0-98.0	15.0	0.8 – 1.6	
			0	0-2	0-10	10 min.	53-68	90.0-98.0	15.0	0.8 – 1.6	
SM-9.5T SR-9.5T			0	0-10	10 min.	53-68		90.0-98.0	15.0	0.8 – 1.6	
			0	0-2	0-10	10 min.	53-68	90.0-98.0	15.0	0.8 – 1.6	
SM-12.5A SR-12.5A		0	0	0-10	10 min.		42-61	90.0-98.0	14.0	0.6 – 1.2	
		0	0-2	0-10	10 min.		42-61	90.0-98.0	14.0	0.6 – 1.2	
SM-12.5B SR-12.5B		0	0	0-10	10 min.		61-72	90.0-98.0	14.0	0.8 – 1.6	
		0	0-2	0-10	10 min.		61-72	90.0-98.0	14.0	0.8 – 1.6	
SM-19A SR-19A	0	0	0-10	10 min.			51-65	92.0-98.0	13.0	0.6 – 1.2	
	0	0-2	0-10	10 min.			51-65	92.0-98.0	13.0	0.6 – 1.2	
SM-19B SR-19B	0	0	0-10	10 min.			65-77	92.0-98.0	13.0	0.8 – 1.6	
	0	0-2	0-10	10 min.			65-77	92.0-98.0	13.0	0.8 – 1.6	

1. The requirements for Coarse Aggregate Angularity (CAA); Fine Aggregate Angularity (FAA); Sand Equivalent (SE); percent RAP; binder grade; Gyrotory compaction revolutions N_{ini} , N_{des} , N_{max} , N_{ini} level of compaction and VFA shall be as shown in the Contract Special Provisions for each mix designation.
2. The flat and elongated particles in the combined coarse aggregate shall not exceed 10% for the total sample.
3. The maximum percent moisture in the final mixture shall not exceed 0.5 for any mix designation.
4. The target air voids (V_a) for any mix designation shall be 4.0% at N_{des} gyrations.
5. The minimum tensile strength ratio (%TSR) shall be 80% for any mix designation.
6. The level of compaction of the mix when compacted to N_{ini} gyrations shall be less than the percent of the G_{mm} shown in the Contract Special Provision, and when compacted to N_{max} gyrations shall be a maximum of 98.0% of the G_{mm} .

TABLE 602-2: MIX PROPERTIES			
Property	Abbreviation	Test Method	Additional Information
Air Voids	V_a	KT-15 & KT-58	Calculated from G_{mm} and G_{mb} . Run at the P_{br} .
Recommended Percent Asphalt	P_{br}		Produce a mix with a V_a of 3.5% to 4.5%.
Theoretical Maximum Specific Gravity	G_{mm}	KT-39	Rice Test.
Percent Tensile Strength Ratio	%TSR	KT-56	Run test at P_{br} or at 0.3% to 0.5% less than P_{br}
Sand Equivalent	SE	KT-55	
Bulk Specific Gravity of HMA	G_{mb}	KT-15	Compacted Mix Property.
Percent G_{mm} at N_{ini} and N_{des} and N_{max}	$\%G_{mm} @ N_{ini}$ $\%G_{mm} @ N_{des}$ $\%G_{mm} @ N_{max}$	KT-15	Use G_{mm} value from KT-39. Calculated from Gyrotory Compaction height data, G_{mm} , and G_{mb} .
Voids in Mineral Aggregate	VMA	KT-15 & KT-6	Calculated from G_{mb} , G_{sb} , P_b .
Voids Filled with Asphalt	VFA		Calculated from VMA and $V_a @ N_{des}$.
Coarse Aggregate Angularity	CAA	KT-31	
Fine Aggregate Angularity	FAA	KT-50	

Formulas for calculations are in the Superpave Volumetric Mixture Design and Analysis Handbook.

TABLE 602-3: MATERIAL SUBMITTALS			
Submittal	Quantity	Description	Additional Information
Aggregate for KT-15	3 Samples	Sized for 6 inch Plugs	Comply with Job Mix Gradation.
Aggregate for KT-39	2 Samples	Sized for G_{mm} Testing	Comply with Job Mix Gradation.
Binder for KT-15	As Needed	Sized for 3 Plugs at P_{br}	
Binder for KT-39	As Needed	Sized for 2 G_{mm} Tests	
Each Aggregate for KT-6	As Needed	Specific Gravity Test	
Uncompacted HMA Sample	35 lbs	Cool sample to room temperature	If transported hot and compacted within 2 hours, then requirement to cool sample may be waived by the DME.
Gyratory Plugs at N_{max}	2 Plugs	Compacted at P_{br}	Compacted to N_{max} .

TABLE 602-4: TEST DATA SUBMITTALS	
Submittal	Information
Asphalt Binder	Source, Grade, Specific Gravity, Mixing and Compaction Temperature from the Producer of the asphalt binder.
Each Aggregate	Source and Producer, including Legal Description.
Gradation of Each Aggregate	Percentage Retained to nearest 1% (except nearest 0.1% for No. 200 sieve) Derive RAP gradation after residual binder is removed. Derive RAS gradation after residual binder is removed or from the Shingle Aggregate Gradation table in SECTION 1103 .
Material Proportioning	Proportion of each material is shown in percentage of aggregate.
Composite Gradation	Based on Gradation of Each Aggregate and Material Proportioning.
Composite Gradation Plot	Plotted on KDOT Form 712 (0.45 power graph paper).
Asphalt Binder Added	Percentage to nearest 0.01% based on total weight of the mixture.
Aggregate	Percentage of flat and elongated particles in the coarse aggregate, CAA and FAA.
%TSR	Percent Tensile Strength Ratio of the Mixture (Modified Lottman Test).
Sand Equivalent	SE for the combined virgin aggregates.

TABLE 602-5: RAP AND RAS TEST DATA SUBMITTALS	
Submittal	Information
RAP and RAS	Source and location where RAP will be obtained. Source and location where RAS will be obtained.
RAP Aggregate	Bulk Specific Gravity (G_{sb}). Use the G_{sb} provided on the Contract Special Provision. If no value is provided, the Effective Specific Gravity (G_{se}) shall be calculated as shown in subsection 5.10.4, Part V and used as the G_{sb} .
RAS Aggregate	Bulk Specific Gravity (G_{sb}). The Effective Specific Gravity (G_{se}) shall be calculated as shown in subsection 5.10.4, Part V and used as the G_{sb} .
Asphalt Binder Content of RAP Asphalt Binder Content of RAS	Determined from ignition oven analysis using KT-57.
RAP G_{mm} RAS G_{mm}	Determined by KT-39.
Asphalt Binder Specific Gravity	Specific Gravity of the asphalt binder in the RAP and RAS (G_b) shall be set equal to 1.035.
Corrected Asphalt Binder Content of the total recycled mixture	Determined from ignition oven analysis using KT-57.

TABLE 602-6: MIX DESIGN TEST DATA SUBMITTALS	
Submittal	Information
Minimum of 2 Mix Designs	As a minimum, 1 mix design at the P_{br} and 1 mix design at 0.3% to 0.5% below the P_{br}
G_{mm}	Determined at each binder content.
Individual and Bulk Specific Gravity Tests	Provide results for a minimum of 2 specimens at each binder content.
Percent Air Voids	Provide % V_a in the mixture for each binder content when compacted to N_{ini} , N_{des} and N_{max} gyratory revolutions along with copies of the Gyratory graphs.
Percent VMA	Provide %VMA at each binder content. (Note: The Contractor is cautioned that plant produced material generally yields a mixture with less VMA than predicted by the design. In such case, the design VMA should be increased above the specified minimum accordingly.)
D/B Ratio	Calculate to the nearest 0.1% at each binder content.

f. Additives. Provide Warm Mix Asphalt (WMA) additives or processes that comply with **SECTION 1203**. The Contractor is permitted to use WMA, unless otherwise shown in the Contract Documents.

For mixes containing Warm Mix Asphalt (WMA) additives, submit for the Engineer's review and approval, the additive or process used, the recommended rate of application, and the temperature ranges for mixing and compaction.

Mixing temperature range is provided by the Asphalt Binder Supplier. When using WMA, the mixing temperature may be reduced no more than 30°F for WMA water foaming processes, and no more than 70°F for WMA chemical and organic additives. The minimum mixing temperature for WMA is 220°F.

602.4 CONSTRUCTION REQUIREMENTS

a. Plant Operation. Adjust all plant operations to operate continuously.

(1) Preparation of the Asphalt Binder. Heat the asphalt binder to within a range as specified in **SECTION 601**. When heating the asphalt binder to the specified temperature, avoid local overheating. At all times, provide a continuous supply of the asphalt binder to the mixer at a uniform temperature. Asphalt binder received from the refinery at temperatures less than 375°F may be used as received, if the requirements regarding the reheating of asphalt binder in **SECTION 601** are met.

(a) Commingling of Asphalt Binders. Do not add or commingle asphalt binders from 2 or more sources into a storage tank. If this occurs, the contents of the storage tank are considered contaminated. Do not use the contents of the storage tank on the project, except as follows: It is permissible, at the Contractor's option, to thoroughly mix the contents of the tank and request sampling of the mixture. Submit the sample to the MRC for testing. Do not use the asphalt binder until approved, and when needed, a new mix design evaluation is completed.

(b) Asphalt Binder Sources. Before changing asphalt binder sources on a project, obtain approval from the DME. A new JMF may be required.

(c) Anti-Strip Additives. If liquid anti-strip additives are added at the Contractor's plant, install a "totalizer" to monitor the quantity of anti-strip additive being added. The Engineer may approve alternative methods for including anti-strip additives in a batch plant. If added at the plant, the anti-strip will be added in line with the asphalt binder as it is being transferred from the transit unit to the asphalt binder storage tank. Provide a method for the Engineer to monitor the percent of additive being added.

If hydrated lime is added, mix it in an approved pug mill to coat the combined aggregates. Moisten the combined virgin aggregate to a minimum of 3% above the saturated surface dry condition prior to, or during the addition of the hydrated lime.

(d) WMA Additives. If WMA additives are added at the Contractor's plant, install a "totalizer" to monitor the quantity of WMA additive being added. The Engineer may approve alternative methods for including chemical and organic WMA additives in a batch plant. If added at the plant, chemical and organic WMA additives will be added in line with the asphalt binder as it is being transferred from the transit unit to the asphalt binder storage tank. Provide a method for the Engineer to monitor the percent of additive being added.

(2) Preparation of Mineral Aggregate. When the mineral aggregate is composed of 2 or more ingredients, combine as shown in the approved JMF.

(a) Temperature Requirements. Dry the aggregate for the mixture and heat to a temperature to obtain an asphalt-aggregate mixture temperature immediately after mixing within the 75 to 150 second Saybolt viscosity range of the asphalt binder used. Obtain the temperature for this viscosity range from the MRC or the Asphalt Binder Producer. No mixing or compaction temperatures are to exceed 340°F without approval from the Field Materials Engineer. The minimum temperature may be revised by the DME provided it is demonstrated that satisfactory results may be obtained at a lower temperature. In such event, deliver the HMA to the paver at a temperature sufficient to allow the material to be satisfactorily placed and compacted to the specified density and surface tolerance requirements.

(3) Preparation of HMA. Introduce asphalt binder into the prepared aggregate in the proportionate amount determined by the P_{br} in the JMF.

(a) Basis of Rejection. HMA will be rejected if the aggregate, as it is discharged from the drum or the pugmill, contains sufficient moisture to cause foaming of the mixture, or if the temperature of the aggregate is such that the asphalt-aggregate mixture temperature is outside the range specified in **SECTION 601**.

(b) Mixing Time. Operate drum mixers at a rate to provide uniform aggregate coating in a continuous operation. For batch and continuous type plants, the minimum wet mixing time is 40 seconds. In all cases, mix a sufficient time to produce a uniform mixture in which all the aggregate particles are thoroughly coated. On batch plants, begin the timing at the start of the asphalt binder introduction into the pugmill, and end upon the opening of the discharge gate. For continuous flow plants, mixing time in seconds shall equal:

[pugmill dead capacity in pounds] divided by [pugmill output in pounds per second].

(c) Manufacturer's Specifications. Operate all drying, pumping and mixing equipment within the limits specified by the manufacturer, unless it can be demonstrated to the satisfaction of the Engineer that such limits may be exceeded without detriment to the HMA.

(d) Batcher Operation. Coordinate HMA batchers (Gob Hoppers) with the plant production rate at all times so the hopper is more than $\frac{3}{4}$ full before the gates open, and the gates close before material can drop through the gob hopper directly into the surge bin, weigh hopper or truck.

(e) Wasted Material. Wasted material is not measured for pay.

If after an interruption of production, the drum-mixer contains cold, uncoated or otherwise unsuitable material, waste material through a diversion chute. In a continuous or batch plant drier, waste unsuitable material through the pugmill.

At the end of a production run, waste any segregated material in the cone of the storage bin.

(4) End of Day Quantities. At the end of each day of production provide the Engineer with a document signed by the Plant Foreman or the Project Manager listing the dry weight of each aggregate, mineral filler, RAP, and WMA chemical or organic additive; the tons of asphalt binder, the tons of anti-strip agent used for the project during the day, and the tons of water used in the WMA foaming process. The dry weight is the tons of the material less the water content.

b. Road Surface Preparation.

(1) Preparation of Earth Subgrade. Do not place any surfacing material on any section, until the ditches and drains along that section are constructed to effectively drain the highway, and the base or subgrade is trimmed to the line, grade and typical cross-section as shown in the Contract Documents.

Do not deposit any material until the subgrade or base has been checked and approved by the Engineer.

Maintain the subgrade as prepared until it is covered with the base course. Repair any defects which may develop, at the Contractor's expense, to the satisfaction of the Engineer.

Protect the subgrade from damage when handling materials, tools and equipment. Do not store or stockpile materials on the subgrade. Do not place material or lay pavement on a frozen or muddy subgrade, or when it is raining or snowing.

Lightly spray the subgrade or base with water to obtain a thoroughly moistened condition when the HMA is deposited on it. Lightly scarify, where necessary. Do not puddle water on the grade. Disturb the originally compacted crust or top portion of the subgrade as little as possible.

(2) Preparation of an Existing Asphalt Pavement. Clean the surface to remove all foreign material and broom to remove dust. Excavate areas shown in the Contract Documents to be patched to a depth directed by the Engineer. Fill with HMA and compact.

(3) Preparation of an Existing Concrete or Brick Pavement. Clean all foreign material and broom to remove dust. Clean and fill cracks and joints, and construct surface leveling as shown in the Contract Documents.

(4) Tack Coat. Prior to placing the HMA, apply a tack coat to the existing surface, as shown in the Contract Documents. When warranted by weather conditions, the Engineer may authorize a change in the asphalt for tack coat. When such changes are made, the price per ton of material being used will be the unit price bid for the material designated in the contract plus or minus the difference in the invoice price per ton of the 2 materials at the refinery as determined at the time of application.

c. Weighing Operations. See SECTION 109 for details regarding weighing operations.

d. Hauling Operations. Schedule operations to minimize hauling over a surface course.

Deliver HMA to the paver at a temperature sufficient to allow the material to be placed and compacted to the specified density and surface tolerance.

e. Paving Operations. Except when placing SM-4.75A, SM-9.5A or SR-9.5A asphalt mixtures, remix the material transferred from the hauling unit, prior to placement. Use equipment such as a mobile conveyor, material transfer device, shuttle buggy material transfer vehicle, material transfer paver or paver with remixer conveyor system. After starting the project with the equipment listed above, and after producing HMA pavement density within the limits specified in TABLE 602-7, the Engineer will consider other types of equipment or modifications to pavers that will produce less segregation. The use of equipment as noted above shall not relieve the Contractor of the responsibility to comply with TABLE 602-7. The Engineer will check the pavement for longitudinal streaks and other irregularities. Make every effort to prevent or correct any irregularities in the pavement, such as changing pavers or using different and additional equipment.

Do not raise (dump) the wings of the paver receiving hopper at any time during the paving operation. The Engineer may waive this requirement if it is determined that raising (dumping) the wings will not produce detrimental segregation. If segregation or irregularities in the pavement surface or density are noted, review the plant, hauling and paving operations and take corrective action. The recommendations made in KDOT's "Segregation Check Points" should reduce the segregation and irregularities to an acceptable level. Copies of KDOT's "Segregation Check Points" may be obtained from the KDOT District Office or Field Engineer.

Spread the HMA and finish to the specified crown and grade using an automatically controlled HMA paver. Operate the paver at a speed to provide a uniform rate of placement without undue interruption. At all times, keep the paver hopper sufficiently full to prevent non-uniform flow of the HMA to the augers and screed.

If the automatic grade control devices break down, the Engineer may allow the paver to operate to the close of the working day, provided the surface is satisfactory. Do not operate the paver without working automatic control devices upon another lift that was laid without automatic controls.

(1) Surface Quality. Spread the HMA without tearing the surface. Strike a finish that is smooth, free of segregation, true to cross section, uniform in density and texture and free from surface irregularities. If the pavement does not comply with all of these requirements, plant production and paving will be suspended until the deficiency is corrected.

The Engineer will check segregation and uniformity of density using methods outlined in Section 5.8.3 - Segregation Check Using the Nuclear Density Gauge, Part V. For shoulders with a plan width of less than or equal to 3 feet, and placed at the same time as the traveled way, do not take nuclear density readings on the shoulder nor within 1 foot of the shoulder unless the pavement section is uniform across the entire roadway. The acceptable criteria for density uniformity are in TABLE 602-7.

TABLE 602-7: SEGREGATION AND UNIFORMITY OF DENSITY CHECK		
Mix Designation	Maximum Density Range (highest minus lowest)	Maximum Density Drop (average minus lowest)
All	4.4 lbs./cu. ft.	2.2 lbs./cu. ft.

Whenever the results from 2 consecutive density profiles fail to comply with both of the requirements listed in TABLE 602-7, plant production and paving will be suspended. Follow the procedures listed in the Profile Evaluation

Subsection of Section 5.8.3-Segregation Check Using the Nuclear Density Gauge, Part V until production may be resumed.

Joint density testing and the associated requirements listed below do not apply for HMA lift thicknesses less than or equal to 1 inch.

Evaluate the longitudinal joint density using methods outlined in Section 5.8.4-Joint Density Evaluation Using the Nuclear Density Gauge, Part V. Although it is the Contractor's responsibility to perform the joint density evaluation, the Engineer may make as many independent joint density verifications as deemed necessary at the random sample locations. The Engineer's results will be used for acceptance for joint density, whenever available. The acceptable criteria for joint density are in **TABLE 602-8**.

TABLE 602-8: JOINT DENSITY REQUIREMENTS	
Nuclear Gauge Readings	Requirement
Interior Density minus Joint Density	≤ 3.0 lbs./cu. ft.
OR	
Joint Density	≥ 90.00% of G _{mm}

If the results of 2 consecutive density profiles fail to comply with **TABLE 602-8**, the plant production and paving operations will be suspended. Follow the procedures listed in the Joint Evaluation Subsection of Section 5.8.4-Joint Density Evaluation Using the Nuclear Density Gauge, Part V, until production may be resumed.

(2) Leveling Courses. In general, spread leveling course mixtures by the method to produce the best results under prevailing conditions to secure a smooth base of uniform grade and cross section. The leveling course may be spread with a properly equipped paver or motor grader.

(3) Lift Thickness. Except for leveling courses or when shown otherwise in the Contract Documents, **TABLE 602-9** applies. The Engineer may adjust lift thickness to utilize the most efficient method of acquiring specified density and surface quality. The minimum lift thickness for any HMA mixture is 3 times the nominal maximum aggregate size, unless otherwise designated in the Contract Documents or approved by the Engineer.

TABLE 602-9: NOMINAL COMPACTED THICKNESS	
Lift	Maximum Nominal Compacted Thickness
Surface	2 inches
Base	4 inches

(4) Grade Control. Achieve grade control by use of 1 or more of the following grade reference devices. Approval of any of these devices will be based upon satisfactory performance.

(a) Traveling Stringline. Attach a traveling stringline or ski type attachment, a minimum length of 30 feet, to the paver and operate parallel with its line of travel.

(b) Reference Shoe. Attach a short reference shoe or joint matching device to the paver for control in matching surface grades along longitudinal joints.

(c) Erect Stringline. Use an erected stringline consisting of a tightly stretched wire or string offset from and parallel to the pavement edge on 1 or both sides. Erect the stringline parallel to the established pavement surface grade and support at intervals as necessary to maintain the established grade and alignment.

(d) Stringless Paving. Control line, grade and pavement cross-section as shown in the Contract Documents. Use electronic guidance systems that meet the requirements and tolerances listed in **SECTION 802**. Horizontal control is guided by GPS. Vertical control is guided by Total Stations. GPS will not be allowed for Vertical control.

When paving on a fresh subgrade that has not been trimmed by an automatically controlled machine, use an erected stringline or stringless paving to establish grade. Use either of these options on the first or second lift. When directed by the Engineer, use an erected stringline or stringless paving to match grade control points such as bridges.

(5) Compaction of Mixtures. Uniformly compact the HMA as soon after spreading and strike-off as possible without shoving or tearing. Use self-propelled rollers operated at speeds slow enough to avoid displacement of the HMA. Equipment and rolling procedures which result in excessive crushing of the aggregate are prohibited. Use a sufficient number and weight of rollers to compact the HMA to the required density, using a minimum of 2 rollers. If the hot mix plant is operating at over 275 tons per hour, use a minimum of 3 rollers. See

subsections 602.4e.(6) for exceptions to the minimum number of rollers. Perform final rolling with a steel roller unless otherwise specified. On the final pass, operate finishing, vibratory rollers in the static mode.

Coordinate the frequency, amplitude and forward speed of the vibratory roller to achieve satisfactory compaction without objectionable undulations. For HMA lifts with a compacted thickness less than 1¼ inch, operate vibratory rollers in the static mode.

Keep rollers in operation as necessary so all parts of the pavement receive substantially equal compaction at the proper time. The Engineer will suspend HMA delivery to the project at any time proper compaction is not being performed.

Remove, replace with suitable material and finish according to these specifications any mixture that becomes loose, broken, mixed with foreign material or which does not comply in all respects with the specifications.

(6) Density Requirements.

(a) For mixes with a specified thickness greater than or equal to 1 ½ inches:

For lots 1 and 2, control density as shown in **subsection 602.4e.(6)(b)**. Before beginning production, the Contractor has the option to accept the pay adjustment for density on both Lots 1 and 2, or only Lot 2. If the Contractor chooses to accept the pay adjustments for density on both Lots 1 and 2, or only Lot 2, control the density as shown in **subsections 602.4e.(6)(a)(i-ii)**. If the Contractor chooses to accept pay adjustment for density on Lot 1, the pay adjustment can not be rejected on Lot 2.

(i) HMA Overlay. For lots 3 and greater, the lot density requirements and appropriate density pay adjustment factors are shown in **subsection 602.9b**, as the percent of the G_{mm} value based on the average of the density tests. The standard lot size is 10 density tests. Smaller lot sizes may result as outlined in **TABLE 602-10**. Normally, the G_{mm} value used to calculate the density percentage is the average value of all G_{mm} tests conducted the same day the lot was placed and compacted. If less than 3 G_{mm} values were obtained that day, use the moving average value (last 4 tests prior to the end of the day). When starting a mix and less than 4 G_{mm} values have been determined, use the average value of those available at the end of each day.

(ii) HMA Surface, HMA Base and HMA Pavement. For lots 3 and greater, the lower specification limit (LSL) value for density is given in **subsection 602.9c**, along with the appropriate density pay adjustment factor equations. The LSL value is given as a percentage of G_{mm} . Lot density is determined using the measured density values for all sublots in a lot. The standard lot size is 10 density tests. Smaller lot sizes may result as outlined in **TABLE 602-10**. Normally, the G_{mm} value used to calculate the density percentage is the average value of all G_{mm} tests conducted the same day the lot was placed and compacted. If less than 3 G_{mm} values were obtained that day, use the moving average value (last 4 tests prior to the end of the day). When starting a mix and less than 4 G_{mm} values have been determined, use the average value of those available at the end of each day.

(b) For mixes with a specified thickness less than 1½ inches:

These mixes will not have a density pay adjustment. Control density using an approved rolling procedure with random nuclear gauge density determinations. Include a method for controlling density in the QCP.

Designate a "Compaction Foreman". This person shall control compaction procedures, review nuclear gauge results as they are obtained, adjust compaction procedures as needed to optimize compaction and report any changes in the compaction process and results of nuclear gauge testing to the Engineer. The compaction foreman may also be the nuclear gauge operator. The nuclear gauge operator shall continuously monitor compaction procedures. As a minimum, take 10 random nuclear gauge density determinations per day and report results to the Engineer. Throughout the day, nuclear gauge results shall be available for review by the Engineer. The compaction foreman shall document at a minimum of once every 2 hours that the approved rolling sequence is being followed. Documentation includes roller passes, the mat temperature at each pass, amplitude setting of rollers and roller speed. Provide the documentation to the Engineer.

Determine and periodically update an approved rolling procedure and periodically, as outlined in this section. As a minimum, evaluate the initial rolling procedure using 3 rollers. If the hot mix plant is operating at over 275 tons per hour, use a minimum of 4 rollers in the initial evaluation. Operate vibratory rollers according to **SECTION 151**. Evaluate HMA paver screed operation with the nuclear gauge at various vibration settings. For screed evaluation, take the nuclear gauge readings directly behind the screed and before rolling. The Compaction Foreman and Engineer

will evaluate the densities obtained with the various roller combinations and screed settings to determine the initial approved rolling procedure.

Together, the Compaction Foreman and Engineer will determine when new rolling procedures are required. HMA production may be stopped by the Compaction Foreman or Engineer whenever rolling is not being performed according to the approved rolling procedure.

(c) For all lots, achieve the maximum density before the temperature of the HMA falls below 175°F. When using WMA, achieve the maximum density before the temperature of the WMA falls below 165°F. Do not crush the aggregate. When the mat temperature falls below 175°F or 165°F for WMA, roller marks may be removed from the mat with a self-propelled static steel roller or an oscillating roller operating in either the static mode or in the oscillating mode.

Daily Production (tons)	Number of Sublots	No. of Cores or Nuclear Density Tests **	No. of Verification Cores or Nuclear Density Tests **
0-599	3*	6*	3*
600-999	4*	8*	4*
1000 or more	5	10	5

*Minimum number for mixes with a specified thickness of 1½ inches or greater: The Contractor may choose to obtain the number required for 1000 or more tons. If the Contractor chooses to test 5 sublots (10 tests), KDOT will obtain 5 verification tests.

**For mixes with a specified thickness less than 1½ inch: Verification testing may be performed, but is not required. Additional testing may be performed by the Contractor. A minimum of 10 tests are required.

(7) Contact Surfaces. Coat contact surfaces of curbing, gutters, manholes and similar structures with a thin uniform coating of asphalt material. Place the HMA uniformly high near the contact surfaces so that after compaction it shall be approximately ¼ inch above the edge of such structures.

(8) Adjustment of Manholes (Set Price). When required, this work will be performed and paid for under **SECTION 816**.

(9) Construction Joints.

(a) Transverse Construction Joints. Use a method of making transverse construction joints to provide a thorough and continuous bond, provide an acceptable surface texture and meet density requirements. Do not vary the surface elevation more than 3/16 inch in 10 feet, when tested longitudinally across the joint. When required, repair the joints or paving operations will be suspended.

(b) Longitudinal Joints. Construct well bonded and sealed longitudinal joints to obtain maximum compaction at the joint. If deemed necessary by the Engineer to properly seal the joint, apply a light coat of asphalt emulsion or asphalt binder to the exposed edge before the joint is made.

Before placing the fresh HMA against a cut joint or against old pavement, spray or paint the contact surface with a thin uniform coat of asphalt emulsion or asphalt binder. Where a finishing machine is used, make the longitudinal joint by depositing a sufficient amount of HMA to form a smooth and tight joint.

Offset the longitudinal joint in successive courses by 6 to 12 inches. Comply with traffic lane edges for the width of the surface of top course placement.

(10) Shoulder Surfacing and Widening. When the placement width of shoulders or uniform width widenings is less than can be accomplished with a regular paver, spread each course with a mechanical spreading device.

(11) Rumble Strips. When designated, construct rumble strips according to the Contract Documents.

f. Maintenance of Traffic. Maintain traffic according to **DIVISION 800** and the following:

Maintain one-way traffic, and restrict traffic speeds to 20 miles per hour in the vicinity of workers, unless otherwise designated. Use pilot cars to lead traffic through the area of paving and rolling operations, and if directed, through a curing area. The use of flaggers is allowed through patching operations, unless the patching area or distance between flaggers exceeds ½ mile, in which case the use of a pilot car shall be required. On overlay projects with 2 lanes or more in each direction for traffic use, the Engineer may waive the pilot car requirements.

Station one flagger ahead of the application of the tack coat and one flagger ahead of the area being protected from traffic. Take adequate protection for traffic on side roads approaching the tack area.

g. Treatment of Adjacent Areas. Pave sideroads, entrances and turnouts for mailboxes as shown in the Contract Documents. Overlay all widening areas designated in the Contract Documents or ordered by the Engineer.

h. Pavement Smoothness. Evaluate pavement smoothness according to **SECTION 603** and the following:

Length (feet)	Maximum Variation of the Surface (inches)
10	3/16
25	5/16

Correct all humps or depressions exceeding the specified tolerance by removing the defective work and overlaying with new material, or by other means approved by the Engineer. All necessary corrections are at the Contractor's expense.

602.5 PROCESS CONTROL

a. General. Establish gradation limits and proportions for each individual aggregate, mineral filler and RAP and RAS, when applicable. Specify the limits and proportions such that the material produced complies with the applicable requirements of the designated mix type. The Contractor is responsible for all process control operations including testing. At no time will KDOT's representative issue instructions to the Contractor or producer as to setting of dials, gauges, scales and meters. KDOT will collect and test verification samples and assurance samples and inspect the Contractor's quality control operations.

b. JMF Adjustments. Produce a mixture of uniform composition closely complying with approved design JMF to obtain the specified properties when compacted. If, during production, results from quality control tests demonstrate a need to make adjustments to the mix design, then make adjustments to the design JMF single point gradation and binder content to achieve the specified properties. The JMF adjustments shall produce a mix that complies with **TABLE 602-1** for the specified mix designation. When necessary, adjust on a subplot basis. Report the new JMF to KDOT's field representative and the DME before making such changes, and submit a new mix design for review and approval if required by the DME.

c. Specification Working Ranges. Establish acceptable limits for field test results by applying the tolerances shown in **TABLE 602-12** to the JMF or adjusted JMF for binder content. Establish acceptable limits for the other listed mix characteristics by applying the tolerances shown in **TABLE 602-12** to the requirements of **TABLE 602-1**.

TABLE 602-12: SPECIFICATION WORKING RANGES (QC/QA)				
Mix Characteristic	Tolerance from JMF			
	Single Test Value	Plot	4 Point Moving Average Value	Plot
Binder Content	±0.6%	*	±0.3%	*
Mix Characteristic	Tolerance for Specification Limits			
	Single Test Value	Plot	4 Point Moving Average Value	Plot
Gradation (applicable sieves in TABLE 602-1)	N/A	*	zero tolerance	*
Air Voids @ N _{des} gyrations	±2.0%	*	N/A	
Voids in Mineral Aggregate (VMA)	1.0% below min.	*	zero tolerance	*
Voids Filled with Asphalt (VFA)	N/A		zero tolerance	*
Course Aggregate Angularity (CAA)	zero tolerance		N/A	
Sand Equivalent (SE)	zero tolerance		N/A	
Fine Aggregate Uncompacted Voids (FAA)	zero tolerance		N/A	
%Tensile Strength Ratio (%TSR)	zero tolerance	*	N/A	
Density @ N _{ini} and N _{max}	N/A		zero tolerance	
Dust to Effective Binder (D/B) Ratio	zero tolerance	*	zero tolerance	*

* Plot data according to **subsection 106.4**.

For gradations, as a minimum, plot the No. 4, 8, 30 and 200 sieves.

Plot G_{mm} to third decimal point.

Indicate Job Mix Formula (JMF) and specification working range limits for single test results on the control charts using a green ink dotted line.

Indicate the specification working range limits for the 4-point moving average results with a green ink solid line.

d. Mixes with Reclaimed Asphalt Pavement (RAP). The intent of this section is to prevent more RAP going into a mix than is allowed in the Contract Documents. Totalizers are used to determine the %RAP in mix; however, this does not preclude the Engineer from using other methods for determining the %RAP in a mix.

Provide the Engineer with the totalizer readings at the end of each day of production. These shall include the final daily readings for the RAP, virgin aggregates and asphalt binder.

The %RAP will be checked a minimum of twice a day by the Engineer. Take the readings a minimum of 2 hours apart and a maximum of 6 hours apart. Do not take the readings within the first hour of start-up as adjustments to the plant are most frequent within this time frame.

Calculate RAP percentages using the plant totalizers for the virgin aggregates (AGG_v), and the RAP as follows:

$$\text{Equation A: } \% \text{RAP} = \frac{\text{RAP} * 100}{\text{RAP} + \text{AGG}_v}$$

%RAP is the percent RAP in the total aggregates (Virgin and RAP) rounded to the nearest tenth.

RAP is the difference between the current and last reading of the RAP totalizer in tons.

AGG_v is the difference between the current and last reading of the Virgin Aggregate totalizer in tons.

%RAP is considered out of compliance when any of the following occurs:

- Any single test exceeds the maximum percentage allowed by specs by 3%.
- The 4-point moving average exceeds the maximum percentage allowed by specifications.

Actions to be taken if the %RAP is out of compliance:

- If any single test exceeds 3% of the maximum allowed %RAP stop production, perform the “0 check run” on the belts in the presence of the Engineer, and make adjustments to correct the discrepancy.
- If the 4-point moving average exceeds the maximum allowed %RAP three consecutive times, stop production, perform the “0 check run” on the belts in the presence of the Engineer, and make adjustments to correct the discrepancy.

- If the 4-point moving average exceeds the maximum allowed %RAP by more than 1% then the Contractor will be assessed the following penalty.

Equation B: Contract Deduct =
$$\frac{BP * Q * (\%RAP_4 - \%RAP_{max})}{100}$$

Contract Deduct is the Dollar amount to be subtracted from the contract.

BP is the Bid Price of the mix.

Q is the Quantity, in tons, of material represented by the 4-point moving average. This value shall be based on the weigh tickets taken from the time of the 1st test of the 4-point moving average through the time of 4th test.

%RAP₄ is the 4-point moving average of %RAP.

%RAP_{max} is the Maximum %RAP from the Project Special Provision.

Contract Deducts for RAP will be an item added to the contract.

Any time production is stopped due to non-compliant %RAP, restart the 4-point moving average provided the belt had the “0 check run” performed in the presence of the Engineer, and adjustments were made to the mix proportioning to correct previous discrepancies. The initial start-up at the beginning of each work day does not constitute a stop in production due to non-compliant %RAP.

If at any time the Contractor chooses to stop production in order to correct discrepancies in the mix proportioning concerning the %RAP, the most recent data (not to exceed 4 points) will be averaged. If the average exceeds the maximum allowed %RAP by more than 1% then a Contract Deduct will be assessed as calculated above with the following substitutions:

In the case where less than 4-points are available for the 4-point moving average, the most recent test is substituted for the 4th test, and the %RAP₄ may be a single test, a 2-point moving average or a 3-point moving average.

602.6 COMPACTION TESTING

a. General. Make the density determination of the compacted mixture using test results on random samples selected by the Contractor or Engineer (see **subsection 602.2i.(1)**) from each lift placed. Select sites according to the approved QCP. Take the nuclear density tests or core samples before placement of the next lift and before opening to construction or public traffic, and no later than the next working day following the date of placement.

Exception to coring after any traffic on the overlay. Do not use this procedure more than twice on any one project or tied projects, unless approved by the Engineer. The Contractor may request re-evaluation by coring. (Testing and coring shall be subsidiary items.) When coring is requested, follow these procedures for the lot under re-evaluation.

(1) Immediately prior to coring, determine nuclear gauge densities in the presence of the Engineer in the locations previously tested. The average nuclear gauge density after traffic will be determined. A Contractor density correction factor will be calculated as follows: the average nuclear gauge density after traffic minus the average nuclear gauge density before traffic. If the calculated Contractor density correction factor is a negative value, the Contractor’s density correction factor will be set equal to zero (normally the density correction factor will be a positive number).

(2) Immediately before coring, nuclear gauge densities will be determined by the Engineer in the presence of the Contractor in the locations previously tested. The average nuclear density after traffic will be determined. A KDOT density correction factor will be calculated as follows, the average nuclear gauge density after traffic minus the average nuclear gauge density before traffic. If the calculated KDOT density correction factor is a negative number, KDOT’s density correction factor will be set equal to zero.

(3) Determine the Traffic Density Correction Factor. It will be the larger of the Contractor’s density correction factor or KDOT’s density correction factor determined in **subsections 602.6a.(1)** and **(2)**.

(4) With the Engineer present, obtain 1 core from each of the Contractor and KDOT nuclear gauge locations. Mark each core as they are taken. Take the cores to KDOT’s field laboratory for drying and evaluation. Together, the Contractor and Engineer will determine the density of each core. Determine the corrected core density for each Contractor and KDOT core as follows: the core density minus the Traffic Density Correction Factor.

(5) Using the corrected Contractor core densities and the corrected KDOT core densities, the Engineer will re-evaluate this lot using the procedures outlined in **subsection 602.9**. Based on this re-evaluation, the Engineer will inform the Contractor of the lots disposition and density pay adjustment factor.

For shoulders with a plan width of less than or equal to 3 feet and placed at the same time as the traveled way, the density pay adjustment factors for the traveled way applies. Acceptance of or pay adjustment for density on all shoulders with a plan width greater than 3 feet and any shoulder not placed at the same time as the traveled way shall be according to **subsection 602.9**.

A lot consists of a day's production for each lift placed and contains the number of density locations as outlined in **TABLE 602-10**. Base lot acceptance on 2 test results from each subplot unless the Engineer's results (1 test per subplot) are used. V_a lots and density lots are normally of different sizes.

If the lane being placed is to be opened to traffic that day, the Engineer and the Contractor may predetermine the subplot size based on anticipated production. If actual production does not meet anticipated production, the subplot size will be adjusted. The number of tests shall be as outlined in **TABLE 602-10**.

The minimum number of density tests is as listed in **TABLE 602-10**. The Contractor has the option to take additional tests to provide 10 test results to determine payment. The density pay adjustment factors are computed using formulas in **subsection 602.9**. The density pay adjustment factors do not apply to sideroads, entrances, crossovers and other incidental surfacing.

b. Nuclear Density Tests (For mixes with a specified thickness of 1½ inches or greater.) Take 2 nuclear density tests at random within each subplot. The Engineer will take 1 random nuclear density verification test per subplot. Perform nuclear density testing to be used in the determination of the traveled way pay adjustment factors and control of shoulder density. Do not take nuclear gauge readings within 1 foot of a longitudinal joint or edge, nor within 20 feet of a transverse joint. For shoulders with a plan width of less than or equal to 3 feet, and placed at the same time as the traveled way, do not take nuclear density readings on the shoulder nor within 1 foot of the shoulder unless the pavement section is uniform across the entire roadway. Mark the outline of the nuclear gauge on the pavement at each location tested with a method of marking that shall last a minimum of 24 hours. Take the nuclear density test at the random location. Do not move the gauge from this location to maximize or minimize the density results. If the Contractor doubts the accuracy of any of the nuclear density test results, the pavement may be cored at the nuclear gauge test locations. If coring is chosen to determine the density for pay adjustment purposes, then all nuclear density test results representing the lot shall be voided and cores taken as prescribed in **subsection 602.6c**.

Take verification nuclear density tests, 1 per subplot, at random locations selected by the Engineer. Payment factors will be based on the Contractor's nuclear density test results, provided those results are validated by KDOT's nuclear density tests.

The Engineer will determine a calibration factor for the Contractor's nuclear density device at the same time as a calibration factor is determined for KDOT's device. The Contractor will be afforded the opportunity to observe the calibration procedure whether it is performed at the district laboratory or on the project site. The Engineer should provide calibration factors by the end of the working day following the date of collecting the cores. In cases where this is not possible, the Contractor and the Engineer may agree in advance to accept a zero pay adjustment for the concerned lots.

The Engineer and Contractor will compare nuclear density test results before any traffic is allowed on the roadway. If the Contractor or KDOT density values are suspect, the Engineer may approve re-testing the locations in question. When re-testing is approved, substitute the new nuclear density values for the values in question. Before traffic is allowed on the roadway, the Contractor needs to determine if cores will be taken.

c. Cores (For mixes with a specified thickness of 1½ inches or greater.) Take 2 cores at random locations within each subplot. It may be necessary to chill the compacted mixture before coring so that the samples may be removed intact without distortion. Cut the samples using a 4-inch coring device, unless a 6-inch coring device is approved by the Engineer. Mark all samples with the lot number, subplot number and core number.

Transport the cores to the laboratory as soon as possible to prevent damage due to improper handling or exposure to heat. Cut all cores including the Engineer's verification cores. The Contractor will be paid only for cores cut to calibrate the nuclear gauge, when requested by the Engineer. Use KT-15 Procedure III to determine core density.

Do not take cores within 1 foot of a longitudinal joint or edge, nor within 20 feet of a transverse joint. For shoulders with a plan width of less than or equal to 3 feet, and placed at the same time as the traveled way, do not

take cores on the shoulder nor within 1 foot of the shoulder unless the pavement section is uniform across the entire roadway.

Take 1 verification core per subplot (at locations selected by the Engineer) for testing at KDOT's laboratory. Density pay adjustment factors and control of shoulder density are based on the core results, provided those results are validated by the verification cores sent to KDOT's laboratory.

Dry the core holes, tack the sides and bottom, fill with the same type of material and properly compact it by the next working day.

602.7 WEATHER LIMITATIONS

Do not place HMA on any wet or frozen surface or when weather conditions otherwise prevent the proper handling and finishing of the mixture.

Only place HMA when either the minimum ambient air temperature or the road surface temperature shown in **TABLE 602-13** is met.

TABLE 602-13: MINIMUM HMA PLACEMENT TEMPERATURES							
Paving Course	Thickness (inches)	Air Temperature (°F)			Surface Temperature (°F)		
		HMA	WMA Foam	WMA Chem	HMA	WMA Foam	WMA Chem
Surface	All	50	45	40	55	50	45
Subsurface	<1.5	50	45	40	55	50	45
Subsurface	≥1.5 and < 3	40	35	30	45	40	35
Subsurface	≥ 3	30	30	30	35	32	32

602.8 MIXTURE ACCEPTANCE

a. General. Test each mix designation at each plant for compliance with **TABLE 602-1**. Acceptance will be made on a lot by lot basis contingent upon satisfactory test results. Obtain test samples of the mix designation from the roadway behind the paving operation before compaction. The sampling device and procedures used to obtain the samples must be approved by the Engineer. Use KT-25 for obtaining HMA from the roadway and splitting of the sample. The Contractor's quality control tests will be used for acceptance provided those results are verified by KDOT.

A load or loads of mixture which, in the opinion of the Engineer, are unacceptable for reasons such as being segregated, aggregate being improperly coated, foaming aggregate or being outside the mixing temperature range may be rejected. Verification samples will be taken by the Engineer at randomly selected locations from behind the paver. Fill all sample locations before compaction.

The V_a test values will also be used to determine V_a pay adjustments according to **subsection 602.9d**. V_a pay adjustments apply to the HMA placed on the traveled way and shoulders (including ramps and acceleration and deceleration lanes).

b. Lot Definition for Mix Production Sampling and Testing. A lot is defined as an isolated quantity of a specified material produced from a single source or operation. Each lot shall normally be represented by 4 contiguous test results. A lot may be represented by test results on samples taken from 1 or more day's production.

c. Lot Investigation. The Engineer may examine materials represented by individual test results which lie beyond the Contractor's normal quality control testing variation. The investigation may be based on either Contractor or KDOT test results. The information from additional testing (including testing of in-place HMA) may be used to define unacceptable work according to **SECTION 105**. The Engineer may apply appropriate price reductions or initiate corrective action.

For any test, if a dispute exists between the Engineer and Contractor about the validity of the other's test results, the KDOT District Materials Laboratory or the MRC will perform referee testing, except for nuclear density dispute resolution and V_a dispute resolution. If the disputed KDOT test results were generated at the District Laboratory, the MRC will perform the referee tests. If the disputed KDOT test result was generated at the MRC, an

independent laboratory agreeable to both parties will be selected. The Laboratory shall be accredited by the AASHTO Accreditation Program in the appropriate testing category.

If referee testing indicates that KDOT test results are correct, the Contractor pays for the additional testing, including referee testing performed at the MRC. This will be paid using the bid item Contract Deduct which will be an item added to the contract.

If the referee testing indicates that Contractor test results are correct, KDOT pays for the additional testing. Pay the independent lab for the testing and submit the paid invoice to KDOT. The Engineer will reimburse the Contractor (based on the invoice price) as Extra Work, **SECTION 104**.

(1) For nuclear density dispute resolution (the statistical comparison fails and the Contractor questions KDOT's results), the following procedure applies:

- Discard pay factors previously established with the nuclear gauge, and use the core results to establish the pay factors.
- With the Engineer present, take 1 core from each of the locations previously tested with the Contractor's nuclear gauge and KDOT's nuclear gauge (normally 15 cores). Mark all cores with the lot number, subplot number and core number.
- Take the cores to the field laboratory and dry to a constant weight before testing. The Contractor and the Engineer, working together, will determine the core densities (KT-15, Procedure III).
- A statistical comparison will be made between Contractor and KDOT core results. If the t-test passes, KDOT will pay for all cores. The Contractor's test results will be used to calculate the density pay factors. If the t-test fails, KDOT will not pay for the cores. KDOT test results will be used to calculate the density pay factors.

(2) For V_a dispute resolution (the statistical comparison fails and the Contractor questions KDOT results), the following procedure applies for the lots in question:

- Determine which lots to dispute. Only dispute the lot produced immediately prior to the lot currently under production and being tested. Notify the Engineer, prior to the completion of all Contractor V_a testing for this lot. (When production is completed for any mix, the last lot may be challenged the day production is completed). When the hot mix plant shuts down for the winter, the Contractor has a maximum of 7 calendar days to dispute the last lot produced prior to winter shut down.
- Discard V_a and V_a pay adjustment factors previously determined within the lots being questioned.
- All saved gyratory compacted V_a quality control and verification samples and back half of samples within the lots in question will be taken by KDOT to the District Materials Laboratory. All back half of samples shall be a minimum of 35 pounds. Failing to obtain enough material removes the right to dispute resolution. Copies of all paperwork, including work sheets, associated with previous V_a calculations for the disputed lots will also be taken to the District Materials Laboratory.

The following retesting will be completed by KDOT:

- Check the samples to be sure they are dry before retesting. Reweigh the original gyratory compacted V_a quality control and verification samples. Determine the G_{mb} at N_{des} revolutions for all saved gyratory plugs. Compare retest results with original test results. Use this information to isolate potential testing errors, but continue with the remainder of the retesting steps.
- Determine the G_{mm} using the back half of all samples within each lot being questioned. Normally, there will be 5 back halves (4 Contractor's and 1 KDOT) to test within each lot.
- Compact the back halves to N_{max} revolutions and determine the G_{mb} at N_{des} revolutions.
- Use G_{mm} determined above and the G_{mb} determined from the recompacted samples to calculate V_a at N_{des} revolutions for the lots in question.
- Using the retest V_a results, a statistical comparison will be made. If the t-test passes, the Contractor's retest results will be used to calculate the pay factor and KDOT will pay for all retesting. Use the procedures shown in **subsection 602.9d**. If the t-test fails, KDOT's retest results will be used to calculate the pay factor, and the Contractor will pay for all retesting.

d. Resampling of Lots. Take no samples for retest for pay adjustment purposes except as noted in **subsections 602.6b.** and **602.8c.**

e. Multiple Projects. If multiple projects are supplied from 1 or more plants using the same mix, carry over the lots at each hot mix plant from project to project.

f. Lot Size. A standard size mix production lot (density test lots are defined in **subsection 602.6a.(5)**) consists of 4 equal sublots of 750 tons each of HMA (lot size is 3,000 tons).

It is anticipated that lot size shall be as specified. However, with the Engineer's approval, the Contractor may re-define lot size for reasons such as, but not limited to, change in contract quantities or interruption of the work. Take 1 sample during production of each subplot and utilize it to determine disposition of the lot in which it occurs.

g. Increased Lot Size. After 8 consecutive sublots have been produced within the tolerance shown for all mix characteristics listed in **TABLE 602-12** and without a V_a penalty, the subplot size may be increased to 1,000 tons (lot size of 4,000 tons), provided the normal production rate of the plant is greater than 250 tons per hour. Provide immediate notification of lot size changes to the Engineer any time a change is made.

After 8 additional consecutive sublots have been produced at the 1,000 ton subplot size, the subplot size may again be increased to 1,250 tons per subplot (lot size of 5,000 tons), provided all 8 consecutive 1,000 ton sublots have been produced within the tolerances shown for all mix characteristics listed in **TABLE 602-12**, without a V_a penalty, production rates for the previous 2 days have been greater than 3,750 tons per day, and a minimum of 2 of the last 3 segregation profile checks comply with **TABLE 602-14**.

TABLE 602-14: SEGREGATION PROFILE CHECKS FOR INCREASED SUBLOT SIZE		
Mix Designation	Maximum Density Range (highest minus lowest)	Maximum Density Drop (average minus lowest)
All	3.1 lbs./cu. ft.	1.9 lbs./cu. ft.

If subsequent test results fall outside the tolerances shown for any mix characteristic listed in **TABLE 602-12** or a V_a penalty is incurred, decrease the subplot size to 750 tons. If the production rates fall below 3,750 tons per day for 2 consecutive days or a minimum of 2 of the last 3 segregation profile checks fail the above requirements, then reduce the 1,250 ton sublots size to 1,000 ton per subplot provided the **TABLE 602-12** criteria is met and no V_a penalty is incurred.

When the increased lot size criteria are again met for 4 consecutive sublots, the subplot may be increased as the limits given above.

h. Decreased Lot Size for Small Quantities. This is to be used when a small quantity (less than 3,000 tons) of a particular mix will be used. Use the plan quantity for the lot size. Reduce the subplot size below 750 tons by dividing the lot into 3 or 4 equal sublots. Before beginning production, provide the Engineer with the number and size of the sublots.

i. Pre-Production Mix. Test and evaluate a pre-production mix, limited to a maximum of 200 tons from each plant and type of mix before production of that mix. Evaluate the pre-production mix at initial start-up and after suspension of production resulting from failing test results. Do not adjust V_a payment for pre-production mixes. Provide a pre-production mix that complies with the gradation, D/B ratio, binder content, VMA, level of compaction for N_{ini} , N_{des} , N_{max} and laboratory V_a requirements prior to starting or resuming production. For binder content, V_a at N_{des} and VMA, use the "Single Test Value" listed in **TABLE 602-12** for comparison. For the other tests listed, use the values listed in **TABLE 602-1** for each mix. Except for initial start-up, normal delivery of material to the project before completion of certain test results on pre-production mixes may be authorized by the DME.

Place the material produced for the pre-production mix in locations approved by the DME. On projects where HMA is paid by the ton, consider placing the pre-production mix in non-critical areas such as side roads, entrances, shoulders or deep in the base. The Engineer will pay for material as the material produced, not in the location placed. However to prevent potential cost overruns, do not run an excessive number of "higher cost" pre-production mixes (as determined by the Engineer) on shoulders or entrances.

On projects in which the HMA is paid by the square yard, place pre-production mixes where required by the Contract Documents. A higher quality pre-production mix may be placed at no additional expense to KDOT. If HMA materials which are designated to be placed in the top 4 inches of the pavement structure are placed deeper

than 4 inches as a pre-production mix, do not count the material toward the requirement to place the material in the top 4 inches of the pavement section.

At the direction of the Engineer, remove the pre-production mix if it is both out of specification and the material shortens the pavement life or changes the intended function. The Engineer will pay for the replacement of one pre-production mix at 100% of the contract unit price for each mix in the contract (not each mix design). If the HMA is paid by the square yard, then the removed material will be paid for at a rate of \$40 per ton. The Engineer will create a change order (**SECTION 104**) adding the item of work with a unit price of \$40/ton. The payment will be full compensation to the Contractor for the placement and removal of that pre-production mix. KDOT will not be financially responsible for any subsequent failed pre-production mixes (that require removal) for that mix. The removed material is the property of the Contractor.

The Engineer will not pay for pre-production mixes that are required to be replaced due to poor workmanship or equipment failure. The Engineer will make the final decision to remove a failed pre-production mix with input from the Contractor.

j. Suspension of Mix Production. Suspend production of the mix until appropriate corrections have been made, if 2 consecutive test results for any single mix characteristic fail to fall within the limits established by the tolerances shown in the single test value column of **TABLE 602-12**. Additionally, suspend production of the mix until appropriate corrections have been made, if any 4-point moving average value for any single mix characteristic fails to fall within the limits established by the tolerances shown in the 4-point moving average value column of **TABLE 602-12**. Production remains suspended pending the satisfactory results of a pre-production mix, unless waived by the DME.

The Engineer may stop production of HMA at any time the mix or process is determined to be unsatisfactory. Make the necessary corrections before production will be allowed to resume. Failure to stop production of HMA subjects all subsequent material to rejection by the Engineer, or acceptance at a reduced price, as determined by the Engineer.

602.9 BASIS OF ACCEPTANCE

a. General. Acceptance of the mixture will be contingent upon test results from both the Contractor and KDOT. The Engineer will routinely compare the variances (F-test) and the means (t-test) of the verification test results with the quality control test results for V_a , G_{mm} and density using a spreadsheet provided by KDOT. If KDOT verification test results do not show favorable comparison with the Contractor's quality control test results, then KDOT test results will be used for material acceptance, material rejection and the determination of any pay adjustment on the V_a and roadway density. Disputed test results will be handled according to **subsection 602.8c**.

KDOT will use a spreadsheet program to calculate pay adjustments for density and V_a , and to compare Contractor QC and KDOT QA test results (including G_{mm}). KDOT will provide a copy of this program to the Contractor, when requested. Microsoft Excel software is required to run this program; it is the Contractor's responsibility to obtain the correct software. Values computed using equations referenced in this specification may vary slightly from the spreadsheet values due to rounding of numbers. In such cases, the numbers computed by the spreadsheet will govern.

The comparison of quality control and verification tests will be completed using the t-tests to compare their population means and the F-test to compare their variances. The F & t tests, along with the Excel Spreadsheet used to compare the Contractor's QC results and KDOT's QA results, are described in Section 5.2.6 – Comparison of Quality Control and Verification Tests, Part V. (Examples of Air Voids F & t tests, along with Density F & t tests are shown in this section.) Additional information on the program may be obtained from the Bureau of Construction and Materials.

b. Asphalt Density Pay Adjustment for "HMA Overlay" Bid Items. Mixes with specified thickness of less than 1½ inches are not subject to the asphalt density pay adjustments.

For mixes with specified thickness of 1½ inches or greater: Asphalt density pay adjustment for compaction of the completed pavement shall be by lot, based on the percentage of G_{mm} obtained. Compute the asphalt density pay adjustment (incentive or disincentive) by multiplying the density pay adjustment factor (P_D) times the number of tons included in the lot times \$40 per ton. (Air voids lots and density lots are normally of different sizes.) This adjustment will be paid for under the bid item Asphalt Density Pay Adjustment.

Density pay factors will be determined from **TABLE 602-15**. (For **TABLE 602-15**, average the percent of G_{mm} values to 0.01% and calculate the density pay adjustment factors rounded to the thousandths).

TABLE 602-15: DENSITY PAY FACTORS FOR SPECIFIED THICKNESS ⁴		
Specified Thickness →	≥ 2"	≥ 1½"
	All	Continuous Action ⁵
% of G _{mm} Average of 10 Density Tests ¹	Pay Factor ²	
93.00% or greater	1.040	1.040
92.00 to 92.99%	A1	A1
91.00 to 91.99%	1.000	1.000
90.00 to 90.99%	A2	1.000
89.00 to 89.99%	0.840 or Remove ³	A3
less than 89.00%	0.840 or Remove ³	0.840 or Remove ³

¹For low daily production rates less than 1000 tons, or when the Engineer's verification tests are to be used for asphalt density pay determination, the lot sample size is as determined in TABLE 602-10.

²Shoulders: For shoulders with a plan width greater than 3 feet and any shoulder not placed at the same time as the traveled way, compact the HMA in the lot to a minimum of 90.00% (if specified thickness is ≥2") or 89.00% (if the specified thickness is from 1½" to 1¾") of the G_{mm}. Otherwise, the Engineer will determine whether the HMA in the lot may remain in place or be removed. Any such material left in place shall have a density pay factor of 0.950 or less.

³Low Density: The Engineer will determine if the traveled way, shoulders with a plan width of 3 feet or less and placed with the traveled way, ramps, acceleration and deceleration lanes may remain in place or be removed. The Engineer will notify the Contractor before 11:00 AM of the next working day if the area is to be removed. Any such material left in place shall have a density pay factor of 0.840.

⁴Specified thickness is the total thickness shown in the Contract Documents for the mix being placed.

⁵Use for ≥1½" when another continuous action, such as milling, surface recycling, cold recycling or overlay is completed ahead of this overlay.

⁶Use for ≥1½" when another continuous action is not completed before the overlay.

Calculations for Density Pay Factors A1, A2 and A3:

$$A1 = [100 + 4 (\% \text{ of lot } G_{mm} - 92.00)] \div 100$$

$$A2 = [84 + 16 (\% \text{ of lot } G_{mm} - 90.00)] \div 100$$

$$A3 = [84 + 16 (\% \text{ of lot } G_{mm} - 89.00)] \div 100$$

Density Pay Adjustment Factor Calculation:

$$\text{Density Pay Adjustment Factor } (P_D)^* = \text{Density Pay Factor} - 1.000$$

*P_D rounded to the nearest thousandth

c. Asphalt Density Pay Adjustment for "HMA Surface", "HMA Base" and "HMA Pavement" Bid Items. Asphalt Density Pay Adjustment for compaction of the completed pavement shall be by lot, based on the percentage of G_{mm} obtained. This adjustment will be paid for under the bid item Asphalt Density Pay Adjustment. Compute the Asphalt Density Pay Adjustment (positive or negative) by multiplying the Density Pay Adjustment factor (P_D) times the number of tons included in the lot times \$40 per ton. The Asphalt Density Pay Adjustment will be added or subtracted on the pay estimate. For shoulders with a plan width of less than or equal to 3 feet, and placed at the same time as the traveled way, the P_D for the traveled way will apply. The P_D does not apply to sideroads, entrances, crossovers and other incidental surfacing. Use KDOT test results for the lot to determine the P_D when the statistical comparison between the quality control and the verification tests fail (see **subsection 602.9a.**)

Lot Size: A lot shall normally be comprised of the results of 10 tests performed on a day's placement of a given mix placed in a given lift. Lot size is defined in **subsection 602.6.** (Air void lots and density lots are normally of different sizes).

Shoulders: For all shoulders with a plan width greater than 3 feet and any shoulder not placed at the same time as the traveled way, the lower specification limit (LSL) is 90.00%. When the lower percent within limits (PWL_{LD}) is 50.00% or more for the lot, P_D is zero. When the PWL_{LD} is less than 50.00% for the lot, the Engineer will determine whether the HMA in the lot may remain in place or be removed. Any such material left in place will have a P_D of -0.050, unless the Engineer establishes lower values for P_D (-0.100, -0.200, -0.300, etc.) as a condition of leaving the material in place.

Determination of P_D and PWL_{LD} : Calculate the lower density quality index (Q_{LD}) for each lot using Equation 1 and round to hundredths. Locate the Q_{LD} value in the left column of the Percent Within Limits (PWL) Table in Section 5.2.1 - Statistics, Part V. Select the appropriate PWL_{LD} value by moving across the selected quality index row to the column representing the number of samples in the lot.

If Q_{LD} is greater than the largest quality index value shown in the table, use 100.00 as the value for PWL_{LD} .

If PWL_{LD} is less than 50.00% for the lot, the Engineer will determine if the material in the lot may remain in place. If the material is left in place, the value of P_D for the lot will be equal to -0.160, unless the Engineer establishes lower values for P_D (-0.200, -0.300, etc.) as a condition of leaving the material in place. Otherwise, calculate P_D using Equation 2 and round to thousandths.

Equation 1:
$$Q_{LD} = \frac{\bar{X} - LSL}{S}$$

\bar{X} is the average measured percent of G_{mm} of all samples within a lot rounded to hundredths.

LSL is the lower specification limit for density and is defined as 91.00% of G_{mm} for traveled way plan thickness 2 inches and less and 92.00% of G_{mm} for traveled way plan thickness greater than 2 inches.

S is the standard deviation of the measured density of all samples within a lot and is calculated using equation (4) in Section 5.17.09, Part V, rounded to hundredths.

Equation 2:
$$P_D = (PWL_{LD} * 0.004) - 0.360$$

d. Asphalt Air Void Pay Adjustment. Asphalt Air Void (V_a) Pay Adjustment will be made on a lot basis and based on measured V_a from samples of plant produced material. This adjustment will be paid for under the bid item Asphalt Air Void Pay Adjustment. The V_a pay adjustment factor (P_V) (positive or negative) will be determined and used to compute the V_a Pay Adjustment by multiplying P_V times the number of tons included in the lot times \$40 per ton. The V_a Pay Adjustment will be added or subtracted on the pay estimate. When the statistical comparison between the quality control and the verification tests pass, use the procedures in **subsection 602.9d.(1)** to compute P_V . When the statistical comparison fails, calculate P_V using procedures in **subsection 602.9d.(2)**.

Lot Size: A lot shall normally be comprised of the results of 4 contiguous individual V_a tests performed on gyratory compacted samples of a given mix design. Lot size is defined in **subsections 602.8f, 602.8g, and 602.8h**. When there are 1 or 2 tests remaining, such as at the end of a project or season, combine them with the previous 4 tests to create a 5 or 6 test lot, respectively. When there are 3 tests remaining, combine the 3 tests into a lot. (Air voids lots and density lots are normally of different sizes).

(1) Air Voids Pay Adjustment Factor (Passing t-test). Calculate the upper and lower V_a quality indices (Q_{UV} and Q_{LV}) for each lot using Equations 3 and 4, respectively and round to hundredths. Locate the Q_{UV} value in the left column of the Percent Within Limits (PWL) Table in Section 5.2.1 – Statistics, Part V. Select the appropriate upper percent within limit value (PWL_{UV}) by moving across the selected quality index row to the column representing the number of samples (N) in the lot. Repeat the process using the Q_{LV} value and select the appropriate value for the lower percent within limits (PWL_{LV}). If the Q_{UV} or Q_{LV} value is greater than the largest quality index value shown in the table, then a value of 100.00 is assigned as the value for PWL_{UV} or PWL_{LV} , respectively. If both Q_{UV} and Q_{LV} exceed the values shown in the table, a value of 100.00 is assigned as the value for both PWL_{UV} and PWL_{LV} . If either Q_{UV} or Q_{LV} is a negative value or $PWL_{UV} + PWL_{LV}$ is less than 150.00, the Engineer will determine if the material in the lot may remain in place. If the Engineer determines that the material may remain in place then the maximum value of P_V for the lot will be equal to -0.120. The Engineer may establish lower values for P_V (-0.200, -0.300, etc.) in such instances. Otherwise, calculate P_V using Equation 5 and round to thousandths.

Equation 3:
$$Q_{UV} = \frac{USL - \bar{X}}{S}$$

Equation 4:
$$Q_{LV} = \frac{\bar{X} - LSL}{S}$$

\bar{X} is the average measured V_a of all samples within a lot rounded to hundredths.

USL is the upper specification limit for V_a and is defined as 5.00%.

LSL is the lower specification limit for V_a and is defined as 3.00%.

S is the standard deviation of the measured V_a for all samples within a lot and is calculated using equation (4) in Section 5.2.1 - Statistics, Part V, rounded to hundredths.

Equation 5:
$$P_V = ((PWL_{UV} + PWL_{LV} - 100.00)(0.003)) - 0.270$$

PWL_{UV} is the upper percent within limits value for V_a .

PWL_{LV} is the lower percent within limits value for V_a .

(2) Air Voids Pay Adjustment (Failing t-Test). If the t-test fails, KDOT's test result will be used to calculate the P_V for the lot. Follow the procedures given in **subsection 602.9d.(1)** to determine the P_V or disposition of the lot. Use the values from **TABLE 602-16** to calculate Q_{UV} , Q_{LV} , PWL_{UV} and PWL_{LV} in Equations 3, 4 and 5 in **subsection 602.9d.(1)**.

TABLE 602-16: Statistical Values for Air Voids Pay Adjustment for Failing t-Test		
Term	Definition	Value
\bar{X}	Average or Mean	KDOT's test result for the lot
S	Standard Deviation	0.50
USL	Upper Specification Limit	5.50%
LSL	Lower Specification Limit	2.50%
N	Sample Size	3

602.10 DETERMINATION OF THICKNESS, THICKNESS PAY ADJUSTMENT AND AREA PAY ADJUSTMENTS FOR "HMA PAVEMENT" AND "HMA PAVEMENT SHOULDER" BID ITEMS

a. General. Construct the pavement to the dimensions shown in the Contract Documents. Inform the Engineer when a section is ready for coring and measurement of width and length. Complete all paving of the shoulder and driving lanes within this section, unless otherwise approved by the Engineer.

A driving lane is defined as mainline lanes, acceleration lanes (including tapers), deceleration lanes (including tapers), auxiliary lanes, ramp lanes or combination thereof.

When shoulders, medians and widenings are placed monolithically with the adjacent driving lane, and there is not a separate bid item for shoulders, then the shoulders are considered as part of the driving lane, and are subjected to the same unit price adjustment as the driving lane.

b. Measurements. The Engineer will divide the projects into lots. A lot is comprised of 5 sublots with the same plan thickness. A subplot is defined as a single driving lane or a single shoulder, with an accumulative length of 1000 feet. If the last lot has 1 or 2 sublots (such as at the end of a project or season), combine them with the previous lot to create a lot with 6 or 7 sublots, respectively. Consider as a single lot if there are 3 or 4 sublots in the final lot.

The Engineer will generate 1 random location for coring within each subplot. Do not take a core within 1 foot of a longitudinal joint or edge. Obtain the cores with the Engineer present.

Take a 4-inch diameter core from the selected sites. Mark each core with its lot and subplot number, and transport to the KDOT field lab.

For information only, the Engineer will determine the thickness of each HMA mixture and the total HMA base for each core.

The Engineer will determine the total core thickness for pay by taking 3 caliper measurements at approximately 120° apart and record each to the nearest 0.1 inch. The average of the 3 caliper measurements rounded to the nearest 0.1 inch shall represent the average measured thickness. The Engineer will use the total pavement thickness measurements to determine thickness pay adjustment factors.

The Engineer will provide a copy of the results to the Contractor before the end of the following working day.

Prior to coring, the Contractor may request that areas trimmed without automatically controlled equipment be handled separately. (This would require the Contractor to designate the area as a lot before knowing the actual core thickness.) When requested and approved by the Engineer, each area will be considered a lot. Divide the area into 5 sublots and obtain 1 core from each subplot.

For Percent Within Limits (PWL) thickness analysis, if any subplot thickness exceeds the design thickness by more than 1.0 inch, the Excel spreadsheet will automatically consider that subplot thickness to be 1.0 inch more

than the design thickness. The spreadsheet will recalculate a new lot mean and sample standard deviation based on the adjusted value.

Dry the core holes, tack the sides and bottom, fill them with a HMA mixture (approved for the project) and properly compact it by the end of the next working day.

c. Deficient Measurements for Driving Lanes. When any full depth core for driving lanes is deficient by 1.0 inch or greater from the specified thickness, take exploratory cores at intervals a minimum of 50 feet in each direction (parallel to the centerline) from the deficient core.

Continue to take exploratory cores in each direction until a core is taken that is deficient a maximum of 0.5 inch. Exploratory cores are used only to determine the length of pavement in a lot that is to be overlaid, as approved by the Engineer.

The minimum overlay length (with surface mix) shall be equal to the distance between the cores that are deficient by a maximum of 0.5 inch, and the width to be paved shall be full width of the roadway (driving lanes and shoulders) when this occurs.

The minimum overlay thickness is 3 times the nominal maximum aggregate size.

Complete the overlay to the satisfaction of the Engineer. Mill butt joints on the ends of the overlay area. The Engineer will not pay for any milling costs.

The exploratory cores are not used to determine thickness pay adjustment factors. Randomly select another core (outside the overlay area) to represent the subplot.

d. Deficient Measurements for Shoulders. When any full depth core taken from the shoulders is deficient by greater than 1.5 inches, take exploratory cores at intervals a minimum of 50 feet in each direction (parallel to the centerline) from the deficient core.

Continue to take exploratory cores in each direction until a core is only deficient a maximum of 0.8 inches.

Exploratory cores are used only to determine the length of pavement in a lot that is to be removed and replaced, or accepted at a reduced price (in addition to any disincentive assessed on that lot), as approved by the Engineer.

The minimum repair length is equal to the distance between the cores that are deficient a maximum of 0.8 inches, and the full width of the shoulder.

Mill butt joints on the ends of the overlay area. The Engineer will not pay for any milling costs. Unless approved by the Engineer, replacing includes complete removal of all HMA within the area defined by the results of the exploratory cores. Rework, stabilize (if required) and regrade the subgrade. When required, reconstruct the base and replace all HMA mixes shown in the Contract Documents. Obtain 1 random core within this subplot and use its core length to determine the thickness pay adjustment factor.

e. Asphalt Pavement Area Pay Adjustment. Determine the areas for pay and pay adjustment as shown in **TABLE 602-18**. The KDOT spreadsheet program will calculate these areas. This adjustment will be paid for under the bid item Asphalt Pavement Area Pay Adjustment.

Irregularly shaped areas may have to be calculated outside the program and the area entered into the program. Compute pay per lot for areas placed and not placed (deducted) as shown in Equations 10, 11, 12 and 13.

- Equation 10:** Pay for Driving Lane = $(\sum PDLA)(BP)$
- Equation 11:** Pay Deduct for Driving Lanes = $2(\sum PDLDA)(BP)$
- Equation 12:** Pay for Shoulder = $(\sum PSA)(BP)$
- Equation 13:** Pay Deduct for Shoulder = $2(\sum PSDA)(BP)$

$\sum PDLA$ = Pay Driving Lane Area per Lot, Square Yard

$\sum PDLDA$ = Pay Driving Lane Deduct Area per Lot, Square Yard

$\sum PSA$ = Pay Shoulder Area per Lot, Square Yard

$\sum PSDA$ = Pay Shoulder Deduct Area per Lot, Square Yard

BP = Bid Price for either the driving lanes or the shoulder, as applicable

TABLE 602-17: HMA AREA ABBREVIATIONS			
Abbreviation		Definition	Units
PDLA	=	Pay Driving Lane Area per Sublot	Sq Yd
PDLDA	=	Pay Driving Lane Deduct Area per Sublot,	Sq Yd
PSA	=	Pay Shoulder Area per Sublot	Sq Yd
PSDA	=	Pay Shoulder Deduct Area per Sublot	Sq Yd
MDLW	=	Measured Driving Lane Width	Ft
MSW	=	Measured Shoulder Width	Ft
MTLW	=	Measured Total Lane Width (includes shoulder, if any)	Ft
PDLW	=	Plan Driving Lane Width	Ft
PSW	=	Plan Shoulder Width	Ft
PTLW	=	Plan Total Lane Width (includes shoulder, if any)	Ft
EDLW	=	Excess Driving Lane Width	Ft
SL	=	Sublot Length	Ft

TABLE 602-18: HMA AREA SUBLOT CALCULATIONS ¹				
Condition	PDLA ² (Sq Yd)	PDLDA ² (Sq Yd)	PSA ² (Sq Yd)	PSDA ² (Sq Yd)
Projects with a Separate Bid Item for Shoulder				
Narrow Driving Lane				
MSW is less than PSW	(SL)(MDLW)	(SL)(PDLW-MDLW)	(SL)(MSW)	(SL)(PSW-MSW)
MSW is greater than PSW	(SL)(MDLW)	(SL)(PDLW-MDLW)	(SL)(MSW ³)	0
Wide Driving Lane				
MSW + EDLW is less than PSW	(SL)(PDLW)	0	(SL)(MSW+EDLW)	(SL)(PSW-MSW-EDLW)
MSW + EDLW is greater than PSW	(SL)(PDLW)	0	(SL)(MSW+EDLW ⁴)	0
Projects without a Separate Bid Item for Shoulder⁵				
Narrow Driving Lane and Shoulder	(SL)(MTLW)	(SL)(PTLW-MTLW)	N/A	N/A
Wide Driving Lane and Shoulder	(SL)(MTLW ⁶)	0	N/A	N/A

¹Deductions will be made for unplaced areas.

²Calculate the areas to the nearest 0.01 square yards. Measure the lengths and widths to the nearest 0.01 feet. Divide the result of all equations in this table by 9 so that the resulting units are square yards.

³MSW shall be between PSW and PSW + 0.25 feet. Any excess width over 0.25 feet will not be included in PSW.

⁴MSW+ EDLW shall be between PSW and PSW + 0.25 feet. Any excess width over 0.25 feet will not be included in PSW.

⁵Shoulder is normally 0.00 feet to 3.00 feet wide and placed at the same time as the driving lane. PTLW = PDLW + PSW

⁶MSTLW shall be between PTLW and PTLW + 0.25 feet. Any excess width over 0.25 feet will not be included for pay.

f. Asphalt Pavement Thickness Pay Adjustment. Compute the Asphalt Thickness Pay Adjustment for the driving lanes (TPA_{DL}) and shoulders (TPA_{SH}) using Equation 6 or 7, respectively. Compute the Asphalt Thickness Pay Adjustment factor (P_T) as shown in Equation 9. Determine area calculations for the driving lanes and shoulders as shown in TABLE 602-18. TABLE 602-17 provides the definition for the abbreviations used in TABLE 602-18. Enter the measured values into the spreadsheet program to determine PDLA and PSA.

This adjustment will be paid for under the bid item Asphalt Pavement Thickness Adjustment.

Equation 6: $TPA_{DL} = P_T (\sum PDLA) (\$1.90) (\text{Plan Thickness})$

Equation 7: $TPA_{SH} = P_T (\sum PSA) (\$1.70) (\text{Plan Thickness})$

TPA_{DL} = Thickness Pay Adjustment per Lot for Driving Lane

TPA_{SH} = Thickness Pay Adjustment per Lot for Shoulder

∑PDLA = Pay Driving Lane Area per Lot, Square Yard

Σ PSA = Pay Shoulder Area per Lot, Square Yard
 Plan Thickness = HMA Thickness shown on Plans, Inches

KDOT will use a spreadsheet program to calculate thickness pay adjustments. KDOT will provide a copy of this program to the Contractor, when requested. It is the Contractor's responsibility to obtain the Microsoft Excel software required to run this program. Values computed using equations referenced in this specification may vary slightly from the spreadsheet values due to rounding of numbers. In such cases the numbers computed by the spreadsheet take precedence.

Thickness Quality Index (Q_T) Computation. In each lot, calculate Q_T for the total pavement thickness using Equation 8 and round to hundredths.

Equation 8:
$$Q_T = \frac{\bar{X} - LSL}{S}$$

\bar{X} = Average total core length of all samples representing a lot, rounded to the nearest 0.1 inch. (Adjust core length before averaging, as shown in **subsection 602.10b.**)

LSL = Lower specification limit for thickness. For driving lanes use 0.5 inch less than the total plan driving lane thickness shown on the typical section. For shoulders, use 0.8 inch less than the total plan shoulder thickness shown on the typical section.

S = Sample standard deviation of the measured core lengths of all samples representing a lot and is calculated using equation (4) in Section 5.2.1 – Statistics, Part V, rounded to hundredths.

Use the computed Q_T to determine the thickness Percent Within Limits value (PWL_T) by locating the Q_T in the left column of the Percent Within Limits (PWL) Table in Section 5.2.1 - Statistics, Part V. Select the appropriate PWL_T by moving across the selected Q_T row to the column representing the number of samples in the lot.

If the computed Q_T is a negative value, then the lot and all adjacent areas (full width of roadway) shall be overlaid as determined by the Engineer. After the lot has been overlaid, randomly select another core for each subplot, and calculate a new pay factor. For lots that have been entirely overlaid, the maximum pay factor is zero.

If the computed Q_T is greater than the largest Q_T shown in the PWL Table, a value of 100.00 is assigned as the PWL_T for thickness.

For each lot and all lanes and shoulders, compute the thickness pay factor (P_T) for the total pavement thickness using Equation 9 and round to nearest thousandth. No bonus will be paid for shoulders, thus use $P_T = 0.000$ whenever P_T calculates greater than 0.000 for shoulders.

Equation 9:

$$P_T = \left(\frac{(PWL_T) * 0.3}{100} \right) - 0.270$$

g. Minimum Quantity of HMA for Square Yard Projects with "HMA Pavement" and HMA Pavement Shoulder" Bid Items. For the total project, supply a minimum of 93% of G_{mm} required by the surface course of driving lanes and shoulders and the top base course of driving lanes and shoulder. Calculate the minimum quantity of those 2 mixes, individually as follows:

Equation 14:
$$\text{Minimum Quantity (Tons)} = \frac{0.93 (A) (T) (G_{mm})}{42.7}$$

A = Area in square yards for each of the mixes.

T = Plan thickness in inches of surface course and the top base course of driving lanes and shoulders.

G_{mm} = Theoretical maximum specific gravity equals the average G_{mm} value used in the first 5 lots or the average G_{mm} for 1/2 of the project (whichever is less) for the 4 mixes listed in "T" in Equation 14. Determine the average G_{mm} from the Excel worksheet titled "Density F & T Test Worksheet".

If this minimum quantity of surface course or base course is not placed, a deduction of \$40 per ton will apply to the quantity not placed for each mix. This will be paid using the bid item Contract Deduct which will be an item added to the contract.

602.11 MEASUREMENT AND PAYMENT

a. "HMA Base", "HMA Surface" and "HMA Overlay" Bid Items. The Engineer will measure HMA Base, HMA Surface and HMA Overlay by the ton of material at the time of delivery to the road. Batch weights will not be allowed as a method of measurement unless all the following conditions are met:

- the plant is equipped with an automatic printer system approved by the Engineer;
- the automatic printer system prints the weights of material delivered; and
- the automatic printer system is used in conjunction with an automatic batching and mixing control system approved by the Engineer.

Provide a weigh ticket for each load. Due to possible variations in the specific gravity or weight per cubic foot of the aggregates, the tonnage used may vary from the proposal quantities and no adjustment in contract unit price will be made because of such variances.

Payment for "HMA Base (*)(**)(***)", "HMA Surface (*)(**)(***)" and "HMA Overlay (*)(**)(***)" at the contract unit prices is full compensation for the specified work. Any pay adjustments will both be applied and the payment adjusted accordingly.

Sideroads, entrances and mailbox turnouts that are not shown in the Contract Documents that are to be surfaced shall be paid for at 1½ times the unit price for "HMA Surface (*)(**)(***)" or "HMA Base(*)(**)(***)".

b. "HMA Pavement" and "HMA Shoulder" Bid Items. The Engineer will measure HMA Pavement and HMA Pavement Shoulder by the square yard of the measured in-place material. All lifts, except the surface course, will be measured by the Contractor and verified by the Engineer. The Engineer will measure the surface course.

Measure each shoulder width, each driving lane width and subplot length separately. Measure the lengths (to the nearest 0.01 feet) a minimum of once per subplot. The location of the width measurements will be the same location as the mainline cores which were established using random numbers. Before the end of the next working day, type and submit to the Engineer, the Contractor's individual measurements and the sum of the 2 driving lanes. Likewise, when the surface course is completed the Engineer will provide a typed copy of the surface course measurements to the Contractor before the end of the next working day.

If the driving lane and shoulder (measured from centerline) is less than 0.25 feet (per side) deficient, a deduction will be assessed. If the roadway is greater than 0.25 feet (per side) deficient, correction will be required. The correction will be proposed by the Contractor and must be approved by the Engineer. After satisfactory correction by the Contractor, the deduction for the narrow roadway will be eliminated for the areas corrected.

The Engineer will measure the subplot length and width (to the nearest 0.01 feet). Measure the width from the construction joint to the top of the slope of HMA pavement. Calculate the pay area for each lot to the nearest square yard. Unless the Engineer authorizes in writing to increase the area of HMA pavement, the Engineer will use dimensions shown in the Contract Documents and as measured in the field to calculate the final pay quantity. If the Engineer authorizes in writing to increase the area of HMA pavement or shoulder, the additional area will be measured and paid for as "HMA Pavement (#) (##)" or "HMA Pavement (#) Shoulder", respectively. The length will be measured horizontally along the centerline of each roadway or ramp.

Payment for "HMA Pavement (#) (##)" and "HMA Pavement (#) Shoulder" at the contract unit prices is full compensation for the specified work.

The Asphalt Pavement Thickness Adjustment and Asphalt Pavement Area Pay Adjustment will be entered on the Contractor's Payment Vouchers (intermediates and final) after each lot of the surface course (driving lanes and shoulders) has been completed.

The Contractor will receive no additional compensation for overlaying or for removing and replacing areas of deficient thickness. Exploratory cores and cores taken to determine pavement thickness will not be measured for payment. The Engineer will apply a Contract Deduct for surface course (driving lanes and shoulders) and top base course (driving lanes and shoulders) mix not placed on the project as determined using Equation 14. The Contract Deduct will be computed by the spreadsheet and be an item added to the contract.

If the project has a large amount of grinding required for pavement smoothness, the Engineer may require the Contractor to cut cores after the grinding is complete. These cores will be used in the spreadsheet in place of the cores originally cut.

c. Emulsified Asphalt. The Engineer will measure emulsified asphalt used for tack by the ton. Payment for "Emulsified Asphalt" at the contract unit price is full compensation for the specified work.

d. Asphalt Core (Set Price). The Engineer will measure each asphalt core required by the Engineer to calibrate the nuclear density gauges (typically 3 cores for each calibration). No payment will be made for cores deemed unsuitable for calibrating the nuclear density gauges. No payment will be made for cores taken at the Contractor's option to determine density.

If during nuclear density dispute resolution, the Contractor's test results are used for payment, each core taken will be measured for payment at 1 ½ times the Asphalt Core (Set Price). If KDOT's test results are used for payment, then no payment for cores will be made for nuclear density dispute resolution.

Payment for "Asphalt Core (Set Price)" at the contract set unit price is full compensation for the specified work.

e. Material for HMA Patching (Set Price). When the Contractor is required to remove any existing base course, subgrade or surface course (unless damaged by the Contractor) and provisions are not made in the Contract Documents, the Engineer will measure the material used for repair and patching (either HMA-Commercial Grade or a specified mix on the project) separately, by the ton at the time of delivery to the road. The Engineer will not measure the quantity of material used in the repair of damage due to the Contractor's negligence. The Engineer will measure HMA materials by the ton. For mixes containing Reclaimed HMA Pavement (RAP) or Recycled Asphalt Shingles (RAS), compute the HMA material contained in the RAP and RAS using the binder content determined from ignition oven testing. Maintain this information for materials tracking purposes. No separate payment for HMA material in RAP and RAS will be made. Combined gradation results will be used for acceptance in accordance with **TABLE 602-1**.

Payment for "Material for HMA Patching (Set Price)" at the contract set unit price includes all excavation, compaction of subgrade or subbase if required, disposal of waste material and all material (including emulsified asphalt for tack), all labor, equipment, tools, supplies, incidentals and mobilization necessary to complete the work. Pay adjustments will not be applied to this material.

f. Quality Control Testing (HMA). The Engineer will measure Quality Control Testing (HMA) performed by the Contractor on a per ton basis of HMA Surface, HMA Base, HMA Overlay and HMA Pavement placed on the project. No adjustment in the bid price will be made for overruns or underruns in the contract quantity. The bid price will constitute payment for all necessary mix design testing, field process control testing, the testing laboratory and all necessary test equipment.

The Engineer will not measure for payment Quality Control Testing (HMA) for the bid item Material for HMA Patching (Set Price).

Payment for "Quality Control Testing (HMA)" at the contract unit price is full compensation for the specified work.

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 613 and replace with the following:

SECTION 613

ULTRATHIN BONDED ASPHALT SURFACE

613.1 DESCRIPTION

Construct the ultrathin bonded asphalt surface (UBAS) as designated in the Contract Documents.

BID ITEMS

HMA Surface (Ultrathin Bonded) (*) (**)
Emulsified Asphalt (Emulsion Bonding Liquid)
Quality Control Testing (HMA)

UNITS

Ton
Ton
Ton

* Type of mix gradation

** Grade of Asphalt Binder

613.2 CONTRACTOR QUALITY CONTROL REQUIREMENTS

a. General. Provide qualified personnel and sufficient equipment complying with the requirements listed in Part V to conduct quality control testing that complies with Appendix B - Sampling and Testing Frequency Chart for Asphalt Construction Items for Quality Control/Quality Assurance Projects.

Allow the Engineer access to the Contractor's laboratory to observe testing procedures, calculations, test documentation and plotting of test results.

Calibrate and correlate the testing equipment with prescribed procedures, and conduct tests in compliance with specified testing procedures as listed in Section 5.2.7- Contractor's Quality Control Plan, Part V.

Store and retain the most recent 2 lots per mix designation of quality control samples for KDOT. KDOT will retain the most recent 2 lots per mix designation gyratory compacted samples and the remaining material not previously used for testing (back half of sample). Do not retain more than the previous 3 lots per mix designation of quality control or verification samples. When the hot mix plant shuts down for the winter, discard the samples after 7 days.

Maintain control charts on an ongoing basis.

At the completion of the project, all documentation becomes the property of KDOT.

Provide the following test data to the KDOT Project Representative:

- Copies of all test results and control charts on a weekly basis, representing the prior week's production;
- Copies of the quality control summary sheet on a daily basis. Include, as a minimum, mix gradation, binder content, theoretical maximum specific gravity (G_{mm}) and film thickness; and
- Copies of all failing test results (based on a moving average of 3 tests, when appropriate).

b. Quality Control Plan (QCP). At the pre-construction conference, submit to the Engineer for approval, a QCP as outlined in Section 5.2.7 – Contractor's Quality Control Plan, Part V. Follow Appendix A of the Contractor's Quality Control Plan in Part V as a general guideline. The Contractor's laboratory and equipment will be inspected and approved as outlined in Section 5.2.7 - Contractor's Quality Control Plan, Part V.

Include a listing of the names and phone numbers of individuals and alternates responsible for quality control administration and inspection. On the Contractor's organizational chart, show the specified lines of authority relating both to mix design and quality control operations during production. Post the organizational chart in the Contractor's test facility.

Provide a quality control organization or private testing firm having personnel certified according to the Policy and Procedure Manual for the Certified Inspection and Testing (CIT) Training Program. The testing for this

type of construction will require personnel certified in Aggregate Field Tester (AGF), Aggregate Lab Technician, Profilograph (PO), and Superpave Field (SF) classifications.

Only persons certified in the appropriate classifications covering the specific tests required shall perform such testing. At the beginning of the project, provide the Engineer with the list of certified technicians and alternates, phone numbers and tests/inspection they will be performing. Include certification expiration dates for all certified technicians. As personnel changes and certifications may expire, continue to provide the Engineer with an accurate list.

Provide an organizational chart showing the specified lines of authority relating to both mix design and quality control operations during production. Identify the company official acting as liaison with KDOT, and the Certified Technician who will direct inspection and testing. Post the chart in the test facility.

c. Required Duties of Certified Inspectors. Be available on the project site whenever UBAS is being produced and being placed on the project site. Perform and utilize quality control tests and other quality control practices to assure that delivered materials and proportioning meet the requirements of the mix designs.

Periodically inspect all equipment utilized in transporting, proportioning, mixing, placing, and compacting to assure it is operating properly and that placement and compaction comply with the contract requirements.

d. Contractor's Testing Facilities. Describe the testing facility and its accreditation in the QCP.

Locate the testing facility either at the plant site or at the project. Obtain approval of the testing facilities and location from the DME before the commencement of mixture production.

Provide suitable space for the required testing equipment. Also, equip the testing facility with these items for the exclusive use of the testing facility's quality control personnel and the Engineer:

A telephone with a private line for the exclusive use of the testing facility's quality control personnel; and

A copying machine for use by the Contractor's personnel and the Engineer.

Provide Broadband internet connection (for 1 computer). If the Engineer determines that broadband internet service is not available, provide a fax machine, at no additional cost.

An air conditioner capable of maintaining a temperature below 77°F in the main part of the Field Office and Laboratory.

Locate the KDOT field laboratory near the Contractor's testing facility and have it fully functional 2 working days before placement of the pre-production mix.

e. Documentation. Include in the QCP procedures, charts and forms to be used to provide the required documentation.

Record all original documentation in a bound field book or other KDOT approved bound record and turn over to KDOT at the end of the project.

At all times, have complete records of all inspections and tests available on site for the Engineer. All records documenting the Contractor's quality control inspections and tests become the property of KDOT upon completion of the work.

Indicate the nature and number of observations made, the number and type of deficiencies found, the quantities approved and rejected, and the corrective action taken in the records. Examples of quality control forms and charts are available in Part V, or Contractors may design their own. Documentation procedures are subject to approval by the Engineer before the start of the work and to compliance checks during the progress of the work.

Maintain control charts on an ongoing basis.

Provide the following test data to the KDOT Project Representative:

- Copies of all test results and control charts on a weekly basis, representing the prior week's production;
- Copies of the quality control summary sheet on a daily basis. Include, as a minimum, mix gradation, binder content, theoretical maximum specific gravity (G_{mm}) and film thickness; and
- Copies of all failing test results (based on a moving average of 3 tests, when appropriate). Include all applicable sieves, binder content and film thickness.

f. Testing Requirements. In the QCP, identify test methods, procedures and equipment proposed for use. Use standard KDOT test methods and properly calibrated measuring and testing equipment as outlined in Part V. Detail any alternative sampling method, procedure or inspection equipment proposed to be used. Such alternatives are subject to review and approval by the DME.

Take all samples for tests and perform in-place tests at random locations, selected according to the Contractor's QCP and at the rates specified in the Sampling and Testing Frequency Chart for UBAS for Quality Control/Quality Assurance Projects in Appendix B, Part V.

g. Pre-Production Testing Requirements.

- (1) The Engineer will observe the Contractor obtaining and splitting the pre-production test section samples into 3 representative portions. Each sample set shall consist of enough material for G_{mm} and ignition burnoff testing.
- (2) Determine G_{mm} , perform ignition burnoff, evaluate the mix gradation and complete calculations.
- (3) Provide the KDOT Field Representative with the 2nd sample set. The KDOT Field Representative will determine G_{mm} , perform ignition burnoff, evaluate the mix gradation and complete calculations.
- (4) Retain or provide the 3rd sample set to the KDOT Field or District Materials Representative.
- (5) The results of the testing will be compared. If Contractor and KDOT field laboratory test results do not compare favorably, the District Materials Laboratory will test their $\frac{1}{3}$ of the sample. KDOT personnel will determine G_{mm} , perform ignition burnoff, evaluate the mix gradation and complete calculations.

If results are not acceptable to either party, repeat the above steps in **subsections 613.2g.(1) through (5)** for the Contractor's Field Laboratory, KDOT's Field Laboratory, and KDOT's District Laboratory until the issues may be resolved satisfactorily by all parties.

h. Lot 1 Testing Requirements.

- (1) Sequence of Sampling. KDOT field personnel will determine the random truckload for the Contractor for sublots A, B, C and D, and the KDOT verification test.

The verification sample will be sampled and tested by KDOT field personnel. The verification sample shall be randomly taken within the lot and shall not be from the same truckload as selected for the Contractor's subplot samples A, B, C or D.

Obtain sampling using KT-25 procedure C.1 Plant Discharge or C.2 Truck Bed.

KDOT field personnel will:

- not supply the Contractor the identity of the truckload to be sampled ahead of time;
- notify the Contractor's laboratory of which truck to sample after the aggregate has left the cold feeds, and before the truck is finished loading; and
- determine whether the split sample will be taken from subplot A or B and notify the Contractor.

- (2) Split Samples. The Contractor shall:

- obtain a sample large enough to split 3 ways for testing;
- retain and test $\frac{1}{3}$ of the sample;
- supply $\frac{1}{3}$ of the sample to the KDOT field laboratory for testing; and
- supply $\frac{1}{3}$ of the sample for the KDOT District Materials Laboratory for testing.

- (3) Results. At a minimum, compare G_{mm} , binder content, and film thickness results. The acceptable difference for the G_{mm} results is 0.019. If the results exceed this difference, take an additional split sample in Lot 1 from subplot C or D, as time permits.

If test results do not compare favorably, KDOT and the Contractor will investigate the differences in test results together and take appropriate action. The Contractor's test results will be used for quality control. KDOT Field Laboratory test results and District Materials Laboratory test results will be reported as "information only" samples.

i. Testing Requirements for Lots 2 and Greater.

- (1) Take all samples for tests randomly as designated in the approved QCP at the rates specified in Appendix B - Sampling and Testing Frequency Chart, Part V.

Provide the Engineer with the random locations before obtaining the sample. The Engineer reserves the right to generate the random locations. If the Engineer generates the random locations, the Contractor will be notified of which truck to sample after the aggregate has left the cold feeds, and before the truck is finished loading.

- (2) Conduct the tests for mixture properties, aggregate gradation and binder content on representative portions of the HMA, quartered from the larger sample of HMA. Take a random sample weighing a minimum of 55 pounds using a method to retain heat to facilitate sample quartering procedures.

- (3) Record and document all test results and calculations on data sheets provided by KDOT. Record specific test results on a daily summary sheet provided by KDOT to facilitate the computation of moving test

averages. Base moving averages on 3 consecutive test results. Calculations are to be based on the precision displayed on the data sheets. Use "precision displayed" when calculating within Excel. Appendix B - Sampling and Testing Frequency Chart, Part V shows the accuracy to "record to" for the tests listed. Include a description of quality control actions taken (adjustment of cold feed percentages, changes in Job Mix Formulas (JMF), etc.) in the Daily Quality Control Summary Sheet. In addition, post and keep current quality control charts, showing both individual test results and moving average values. As a minimum, plot the single test values on KDOT approved control charts for the mix characteristics shown in **TABLE 613-5**.

(4) If the Contractor and Engineer agree, the procedures shown for sampling, testing and evaluation of Lot 1 in **subsection 613.2h**, may be used for any other Lot produced on the project.

j. Corrective Action. In the QCP, identify procedures for notifying the Engineer when corrective measures must be implemented, and for halting production.

k. Non-Conforming Materials. In the QCP, specifically address how non-conforming materials will be controlled and identified. Establish and maintain an effective and positive system for controlling non-complying material, including procedures for its identification, isolation and disposition. Reclaim or rework non-complying materials according to procedures acceptable to the Engineer. This could include removal and replacement of in-place pavement.

Positively identify all non-conforming materials and products to prevent use, shipment and intermingling with complying materials and products. Provide holding areas, mutually agreeable to the Engineer and Contractor.

613.3 MATERIALS

a. Asphalt Binder. Provide Asphalt Binder that complies with **DIVISION 1200**. Post a legible copy of the latest bill of lading for the Asphalt Binder in the Contractor's Field Lab. Use the mixing and compaction temperatures shown on the bill of lading; however, the maximum mixing or compaction temperature is 340°F, unless otherwise approved by the Field Materials Engineer. Notify the Engineer if the mixing or compaction temperature changes.

Provide Emulsion Bonding Liquid (EBL) that complies with **DIVISION 1200**.

b. Reclaimed Asphalt Pavement (RAP) and Recycled Asphalt Shingles (RAS). Do not use RAP or RAS in the UBAS.

c. Aggregates. Provide aggregates that comply with **SECTION 1103**.

d. Combined Aggregates. Provide combined aggregates for the mixes required in the Contract Documents as shown in **TABLE 613-1**.

Mixes may use any combination (except as noted below) of aggregate and mineral filler supplements complying with the applicable requirements in **TABLES 1103-1** and **1103-2**. When coarse aggregates are blended from 1 or more sources, or if more than 1 type, each source or type shall meet the coarse aggregate properties (CAA, LA Abrasion, and micro-deval) in **TABLE 1103-3**.

The minimum Uncompacted Void Content of the Fine Aggregate "U" Value, of the combined aggregate is 45%.

The minimum sand equivalency (SE) of the combined aggregates is 45%.

Provide materials with less than 0.5% moisture in the final mixture.

The maximum quantity of crushed steel slag used in the mix is 50% of the total aggregate weight.

No natural sand will be used in the UBAS.

Traveled way mixes shall include:

- a minimum of 40% primary aggregate based on total aggregate weight;
- a minimum of 50% of the plus No. 4 mesh sieve material in the mixture shall be from the primary aggregate;
- a minimum of 45% of the plus No. 8 mesh sieve material in the mixture shall be from the primary aggregate; and

- Primary aggregates are designated as CS-1 (excluding limestone), CS-2 (excluding limestone), CG, CH-1 and CSSL as described in **subsection 1103.2a.(1)**. Primary aggregate requirements do not apply to the mixture on the shoulder.

e. Contractor Trial Mix Design. A minimum of 10 working days before the start of UBAS production, submit in writing to the DME for review and approval, a proposed JMF for each combination of aggregates. For each JMF submitted, include test data to demonstrate that mixtures complying with each proposed JMF shall have properties specified in **TABLE 613-1** for the designated mix type at the Recommended Percent Asphalt (P_{br}). Submit the proposed JMF on forms provided by KDOT. Submit the worksheets used in the design process to include at a minimum the individual coarse aggregate properties listed in **TABLE 1103-3**, the fine aggregate properties listed in **TABLE 1103-4**, and the mix properties listed in **TABLE 613-2**. Contact the DME to determine if additional material is needed for additional design checks.

For each aggregate used in the mix design, determine the specific gravity using KT-6. This may be accomplished while the project is being constructed or anytime during the 12 months preceding the start of construction on a project. If construction has not yet begun, notify the DME 5 working days prior to obtaining the material for the specific gravity test so that companion samples may be obtained at the same time. If construction has already begun on the project, then determine the specific gravity values of the individual aggregates before 10,000 tons of HMA is produced. Provide the test results to the DME within 14 days of sampling the material. If the producer of the aggregate has been required to submit material to KDOT for a new Official Quality test report since the time the Contractor ran the specific gravity tests, then perform KT-6 on the aggregate currently produced. Do not use the specific gravity values obtained from these tests in the mix design calculations for current projects unless mutually agreeable to both parties. Use the information, as soon as it becomes available, as part of the process to verify and update the “Monthly Hot Mix Aggregate Specific Gravity Values” posted on KDOT’s Internet site.

TABLE 613-1: COMBINE AGGREGATE REQUIREMENTS FOR ULTRATHIN BONDED ASPHALT SURFACE*											
Mix Designation / Nom Thickness	Percent Retained – Square Mesh Sieves										Asphalt Content (%)
	¾"	½"	⅜"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200	
Type A - ⅝"		0	0-7	45-60	68-78	75-85	82-90	87-92	90-94	94.0-96.0	5.0 to 6.2
Type B - ⅝"	0	0-7	0-25	62-75	73-83	77-85	82-90	87-92	90-94	94.0-96.0	4.8 to 6.2
Type C - ⅝"	0	0-25	20-50	62-75	73-83	77-85	82-90	87-92	90-94	94.0-96.0	4.6 to 6.2

*For flat and elongated particles in the combined coarse aggregate, use the ratio of 3:1 in lieu of 5:1 shown in KT-59. Do not exceed 25% for the total sample.

TABLE 613-2: MIX PROPERTIES		
Property	Test Method	Limits
Total Amine Value of Antistrip Agent, (mg/g of KOH, min) ^a	ASTM D2074	500
Design Film Thickness (µm, min.)	KDOT Construction Manual	9.0 ^b
Drain Down (% max.)	KT-63	0.10
Gyratory Compacted Revolutions, Ndes	KT-58	100 ^c
Emulsion Bonding Liquid (EBL),(gal/sy)	Equation 1	(0.20 ± 0.07) ^d
<p>a – The asphalt binder used in the mix will contain a minimum of 0.25% of an amine based antistripping agent by weight of the asphalt binder.</p> <p>b – Calculate using the film thickness equation in Section 5.10.4-Calcs for Marshall Mix Design of Bituminous Mixtures, Part V.</p> <p>c – Compact gyratory specimen to 100 gyrations. Calculate the percent air voids using KT-15, Procedure IV.</p> <p>d – Calculate the target EBL Shot Rate (S_{ebl} (gal.sy)), using Equation 1; however, the value must be within the limits in this table.</p> <p>Equation 1: $S_{ebl} = 3.93 * P_s * \frac{(V_a + MF)}{100}$</p> <p>The particle size (P_s), and the mix factor (MF) are based on the mix designation as shown in the TABLE 613-3.</p>		

Mix Designation	Particle Size (Ps)	Mix Factor (MF)
Type A	0.250	3.2
Type B	0.375	3.2
Type C	0.500	3.2

Consider adjusting the EBL spray rate based on the condition of the existing surface as listed in the **TABLE 613-4**. Consult the supplier of the EBL to obtain the recommended adjustment to the spray rate.

Existing Pavement Type	Condition	Adjustment Rate (gal/sy)
PCCP	Smooth	0.00
	Textured	+0.02 to +0.04
HMA	Flushed	-0.02 to -0.04
	New	0.00
	Matte and OGFC	+0.02
	Dry	+0.03
	Milled	+0.02 to +0.04
Surface Recycle & Cold Recycle	Flushed	-0.02 to -0.04
	Black	+0.02
	Dry	+0.03
Chip Seal	Flushed	-0.02 to -0.04
	Black	+0.02
	Dry	+0.03

613.4 CONSTRUCTION REQUIREMENTS

a. Plant Operation. Adjust all plant operations to operate continuously.

(1) Preparation of the Asphalt Binder. Heat the asphalt binder to within a range as specified in **SECTION 601**. When heating the asphalt binder to the specified temperature, avoid local overheating. At all times, provide a continuous supply of the asphalt binder to the mixer at a uniform temperature. Asphalt binder received from the refinery at temperatures less than 375°F may be used as received, if the requirements regarding the reheating of asphalt binder in **SECTION 601** are met.

(a) Commingling of Asphalt Binders. Do not add or commingle asphalt binders from 2 or more sources into a storage tank. If this occurs, the contents of the storage tank are considered contaminated. Do not use the contents of the storage tank on the project, except as follows: It is permissible, at the Contractor's option, to thoroughly mix the contents of the tank and request sampling of the mixture. Submit the sample to the MRC for testing. Do not use the asphalt binder until approved, and when needed, a new mix design evaluation is completed.

(b) Asphalt Binder Sources. Before changing asphalt binder sources on a project, obtain approval from the DME. A new JMF may be required.

(c) Anti-Strip Additives. If liquid anti-strip additives are added at the Contractor's plant, install a "totalizer" to monitor the quantity of anti-strip additive being added. The Engineer may approve alternative methods for including anti-strip additives in a batch plant. If added at the plant, the anti-strip will be added in line with the asphalt binder as it is being transferred from the transit unit to the asphalt binder storage tank. Provide a method for the Engineer to monitor the percent of additive being added.

(2) Preparation of Mineral Aggregate. When the mineral aggregate is composed of 2 or more ingredients, combine as shown in the approved JMF.

Temperature Requirements. Dry the aggregate for the mixture and heat to a temperature to obtain an asphalt-aggregate mixture temperature immediately after mixing within the 75 to 150 second Saybolt viscosity range of the asphalt binder used. Obtain the temperature for this viscosity range from the MRC or the Asphalt Binder Producer. No mixing or compaction temperatures are to exceed 340°F

without approval from the Field Materials Engineer. The minimum temperature may be revised by the DME provided it is demonstrated that satisfactory results may be obtained at a lower temperature. In such event, deliver the HMA to the paver at a temperature sufficient to allow the material to be satisfactorily placed and compacted to the specified density and surface tolerance requirements.

(3) Preparation of HMA. Introduce asphalt binder into the prepared aggregate in the proportionate amount determined by the P_{br} in the JMF.

(a) Basis of Rejection. HMA will be rejected if the aggregate, as it is discharged from the drum or the pugmill, contains sufficient moisture to cause foaming of the mixture, or if the temperature of the aggregate is such that the asphalt-aggregate mixture temperature is outside the range specified in **SECTION 601**.

(b) Mixing Time. Operate drum mixers at a rate to provide uniform aggregate coating in a continuous operation. For batch and continuous type plants, the minimum wet mixing time is 40 seconds. In all cases, mix a sufficient time to produce a uniform mixture in which all the aggregate particles are thoroughly coated. On batch plants, begin the timing at the start of the asphalt binder introduction into the pugmill, and end upon the opening of the discharge gate. For continuous flow plants, mixing time in seconds shall equal:

[pugmill dead capacity in pounds] divided by [pugmill output in pounds per second].

(c) Manufacturer's Specifications. Operate all drying, pumping and mixing equipment within the limits specified by the manufacturer, unless it can be demonstrated to the satisfaction of the Engineer that such limits may be exceeded without detriment to the HMA.

(d) Batcher Operation. Coordinate HMA batchers (Gob Hoppers) with the plant production rate at all times so the hopper is more than $\frac{3}{4}$ full before the gates open, and the gates close before material can drop through the gob hopper directly into the surge bin, weigh hopper or truck.

(e) Wasted Material. Wasted material is not measured for pay.

If after an interruption of production, the drum-mixer contains cold, uncoated or otherwise unsuitable material, waste material through a diversion chute. In a continuous or batch plant drier, waste unsuitable material through the pugmill.

At the end of a production run, waste any segregated material in the cone of the storage bin.

(4) End of Day Quantities. At the end of each day of production, provide the Engineer with a document signed by the Plant Foreman or the Project Manager listing the dry weight of each aggregate and mineral filler; the tons of asphalt binder, and the tons of anti-strip agent used for the project during the day. The dry weight is the tons of the material less the water content.

b. Road Surface Preparation.

(1) Preparation of an Existing Asphalt Pavement. Clean the surface to remove all foreign material and broom to remove dust. Excavate areas shown in the Contract Documents to be patched to a depth directed by the Engineer. Fill with HMA and compact.

(2) Preparation of an Existing Concrete or Brick Pavement. Clean all foreign material and broom to remove dust. Clean and fill cracks and joints, and construct surface leveling as shown in the Contract Documents.

c. Weighing Operations. See **subsection 109.1** for details regarding weighing operations.

d. Hauling Operations. Schedule operations to minimize hauling over a surface course.

Deliver HMA to the paver at a temperature sufficient to allow the material to be placed and compacted to the specified density and surface tolerance.

e. Paving Operations.

(1) Equipment Use a transfer device between the haul units and the paver to assist in maintaining continuous placement. Use equipment such as a shuttle buggy, material transfer vehicle or mobile conveyor. (The material will not be deposited on the roadway and a pick-up device used to transfer the material to the paver.)

Use a self-priming paver, designed and built for applying the UBAS and approved by the Engineer.

Use a paver with the following requirements:

- with a receiving hopper, feed conveyor, asphalt emulsion storage tank, a system for measuring the EBL volume applied, a spray bar, and a heated, variable width, vibratory screed;

- capable of spraying the EBL, applying the hot mix surface course and leveling the surface of the mat in one pass;
- capable of placing the hot mix surface course within 5 seconds after the application of the EBL;
- capable of paving at a controlled speed from 30-100 feet/minute;
- equipped so no wheel or other part of the paving machine is in contact with the EBL before the hot mix surface course is applied; and
- equip the screed with the ability to crown the pavement at the center and have vertically adjusted extensions to accommodate the desired pavement profile.

The Engineer will check the pavement for longitudinal streaks and other irregularities. Make every effort to prevent or correct any irregularities in the pavement, such as changing pavers or using different and additional equipment.

Do not raise (dump) the wings of the paver receiving hopper at any time during the paving operation.

(2) Application: Spray the EBL by a metered mechanical pressure spray bar at the temperature specified in **TABLE 601-1**, or as recommended by the EBL supplier. Use a sprayer that accurately and continuously monitors the rate of spray and provides a uniform application across the entire width to be overlaid. The Engineer may make adjustments to the spray rate based upon the existing pavement surface conditions and the recommendations of the EBL supplier.

Apply the UBAS at a temperature of 290-330°F and spread over the EBL immediately after the application of the EBL. Place the UBAS over the full width of the EBL with a heated vibratory screed. Adjust the screed and its extensions to eliminate variances in surface texture caused by density segregation. Operate the paver as continuous as possible to reduce the possibility of screed indentations in the finished mat.

The target application rate of the UBAS will be stated in the Contract Documents. Use a field application rate as necessary to minimize fracturing of the top size aggregate by the screed. The Engineer will determine the acceptable extent of fracturing at the edge of the paving for tapering purposes.

The finished asphalt surface shall be free of oversized material. The Engineer will determine the extent of the oversized material in the UBAS. Take immediate corrective action to eliminate the source. If the source of the oversized material is determined to be a stockpile or a process of plant operations, cease production until corrective actions are complete.

Spread the UBAS without tearing the surface. Strike a finish that is smooth, free of segregation, true to cross section, uniform in density and texture and free from surface irregularities. If the pavement does not comply with all of these requirements, plant production and paving will be suspended until the deficiency is corrected.

(3) Compaction: Roll the UBAS with a minimum of 1 pass and a maximum of 3 passes with 2-axle tandem steel rollers having a minimum weight of 10 tons, before the material temperature has fallen below 195°F. The Engineer will determine the number of passes necessary based on appearance of the rolled material. Do not allow the roller or rollers to remain stationary on the freshly placed UBAS. Perform rolling immediately following the placement of the UBAS with approved asphalt rollers. Supply adequate roller units so the rolling will be accomplished promptly following the placement of the material. A release agent (added to the water system) may be required to prevent adhesion of the fresh mix to the roller drum and wheels. Normally, perform rolling in the static mode. Do not excessively roll the driving lanes, to the extent of aggregate degradation. The Engineer will determine the acceptable extent of fracturing at the edge of the pavement from the rolling operation. Do not open the new pavement to traffic or allow any roller to sit idle on the pavement until the rolling operation is complete and the material has cooled below 160°F.

Damaged Areas: Replace any defective areas, as determined by the Engineer, at no additional cost to KDOT.

(4) Construction Joints.

- Transverse Construction Joints. Use a method of making transverse construction joints which provide a thorough and continuous bond and provide an acceptable surface texture. Do not vary the surface elevation more than 3/16 inch in 10 feet, when tested longitudinally across the joint. When required, repair the joints or paving operations will be suspended.
- Longitudinal Joints. Construct well bonded and sealed longitudinal joints to obtain maximum compaction at the joint.

(5) Adjustment of Manholes (Set Price). When required, this work will be performed and paid for under **SECTION 816**.

f. Maintenance of Traffic. Maintain traffic according to **DIVISION 800** and the following:

Maintain one-way traffic, and restrict traffic speeds to 20 miles per hour in the vicinity of workers, unless otherwise designated. Use pilot cars to lead traffic through the area of paving and rolling operations, and if directed, through a curing area. The use of flaggers is allowed through patching operations, unless the patching area or distance between flaggers exceeds ½ mile, in which case the use of a pilot car shall be required. On overlay projects with 2 lanes or more in each direction for traffic use, the Engineer may waive the pilot car requirements.

Station one flagger ahead of the application of the tack coat and one flagger ahead of the area being protected from traffic. Take adequate protection for traffic on side roads approaching the tack area.

g. Treatment of Adjacent Areas. Pave sideroads, entrances and turnouts for mailboxes as shown in the Contract Documents. Overlay all widening areas designated in the Contract Documents or ordered by the Engineer.

h. Pavement Smoothness. UBAS is excluded from profilograph testing, and not eligible for pay adjustments.

613.5 PROCESS CONTROL

a. General. Establish gradation limits and proportions for each individual aggregate and mineral filler. Specify the limits and proportions such that the material produced complies with the applicable requirements of the designated mix type. The Contractor is responsible for all process control operations including testing. At no time will KDOT’s representative issue instructions to the Contractor or producer as to setting of dials, gauges, scales and meters. KDOT will collect and test verification samples and assurance samples and inspect the Contractor’s quality control operations.

b. JMF Adjustments. Produce a mixture of uniform composition closely complying with approved design JMF to obtain the specified properties when compacted. If, during production, results from quality control tests demonstrate a need to make adjustments to the mix design, then make adjustments to the design JMF single point gradation and binder content to achieve the specified properties. The JMF adjustments shall produce a mix that complies with **TABLE 613-1** for the specified mix designation. When necessary, adjust on a subplot basis. Report the new JMF to KDOT’s field representative and the DME before making such changes, and submit a new mix design for review and approval if required by the DME.

c. Specification Working Ranges. Establish acceptable limits for field test results by applying the tolerances shown in **TABLE 613-5** to the JMF or adjusted JMF for binder content. Establish acceptable limits for the other listed mix characteristics by applying the tolerances shown in **TABLE 613-5** to the requirements of **TABLE 613-1**.

TABLE 613-5: SPECIFICATION WORKING RANGES (QC/QA)			
Mix Characteristic	Tolerance from JMF and Specification Limits		
	Single Test Value	Plot	3 Point Moving Average Value
Binder Content (Maximum deviation from JMF)	±0.3%	*	±0.3%
Film Thickness	n/a	*	zero tolerance
Gradation**	n/a	*	zero tolerance
Course Aggregate Angularity (CAA)	zero tolerance		n/a
Fine Aggregate Uncompacted Voids (FAA)	zero tolerance		n/a
Sand Equivalent	zero tolerance		n/a
*Values to plot. In addition, plot the Gmm values. For gradations, as a minimum, plot the No. 4, 8, 30 and 200 sieves.			
**The maximum deviation for UBAS from the JMF for the sieves with a ± tolerance shall be as listed in TABLE 613-6 . Only the No. 16, 30, 50 and 100 sieves may exceed the limits listed in TABLE 613-1 provided the minimum retained percentage shown in TABLE 613-6 is met.			

TABLE 613-6: SPECIFICATION WORKING RANGES FROM THE JMF										
Mix Designation	Percent Retained – Square Mesh Sieves									
	¾"	½"	⅜"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200
Type A				±5	68 - 78	75 min	82 min.	87 min.	90 min.	94.0 – 96.0
Type B			±5	±4	73 - 83	77 min.	82 min	87 min.	90 min.	94.0 – 96.0
Type C		±5	±5	±4	73 - 83	77 min.	82 min	87 min.	90 min.	94.0 – 96.0

d. EBL Shot Rate Specification. Periodically determine the application rate of the EBL. The Engineer will verify the application rate. Acceptable tolerance of the application rate is the target rate ±0.02 gal/sq yd. Check for proper coverage at least twice per day by applying the EBL to the road surface for a minimum distance of 20 feet. When the Engineer verifies the coverage meets specification, back up the paver and shoot not more than 1/4 of the EBL shot rate over the previously tacked segment.

613.6 WEATHER LIMITATIONS

Do not place UBAS on any wet or frozen surface or when weather conditions otherwise prevent the proper handling and finishing of the mixture.

Only place UBAS when either the minimum ambient air temperature is 50°F or the minimum road surface temperature is 55°F.

613.7 MIXTURE ACCEPTANCE

a. General. Test the UBAS at each plant for compliance with **TABLE 613-1**. Acceptance will be made on a lot by lot basis contingent upon satisfactory test results. Obtain quality control and verification samples of the UBAS using KT-25 sampling procedure C.1 Plant Discharge or C.2 Truck Bed.

A load or loads of mixture which, in the opinion of the Engineer, are unacceptable for reasons such as being segregated, aggregate being improperly coated, foaming aggregate or being outside the mixing temperature range may be rejected.

b. Lot Definition for Mix Production Sampling and Testing. A lot is defined as an isolated quantity of a specified material produced from a single source or operation. Each lot shall normally be represented by 4 contiguous test results. A lot may be represented by test results on samples taken from 1 or more day's production.

c. Lot Investigation. The Engineer may examine materials represented by individual test results which lie beyond the Contractor's normal quality control testing variation. The investigation may be based on either Contractor or KDOT test results. The information from additional testing (including testing of in-place HMA) may be used to define unacceptable work according to **SECTION 105**. The Engineer may apply appropriate price reductions or initiate corrective action.

For any test, if a dispute exists between the Engineer and Contractor about the validity of the other's test results, the KDOT District Materials Laboratory or the MRC will perform referee testing. If the disputed KDOT test results were generated at the District Laboratory, the MRC will perform the referee tests. If the disputed KDOT test result was generated at the MRC, an independent laboratory agreeable to both parties will be selected. The Laboratory shall be accredited by the AASHTO Accreditation Program in the appropriate testing category.

If referee testing indicates that KDOT test results are correct, the Contractor pays for the additional testing, including referee testing performed at the MRC. This will be paid using the bid item Contract Deduct which will be an item added to the contract.

If the referee testing indicates that Contractor test results are correct, KDOT pays for the additional testing. Pay the independent lab for the testing and submit the paid invoice to KDOT. The Engineer will reimburse the Contractor (based on the invoice price) as Extra Work, **SECTION 104**.

d. Multiple Projects. If multiple projects are supplied from 1 or more plants using the same mix, carry over the lots at each hot mix plant from project to project.

e. Lot Size. A standard size mix production lot consists of 4 equal sublots of 400 tons each of asphalt mixture (lot size 1,600 tons). If the last sublot contains less than 200 tons, combine it with the previous sublot.

It is anticipated that lot size shall be as specified. However, with the Engineer's approval, the Contractor may re-define lot size for reasons such as, but not limited to, change in contract quantities or interruption of the work. Take 1 sample during production of each subplot and utilize it to determine disposition of the lot in which it occurs.

f. Increased Lot Size. After 8 consecutive sublots have been produced with the tolerances shown for all mix characteristics listed in **TABLES 613-5 and 613-6**, the subplot size may be increased by the Contractor to 500 tons each of asphalt mixture (lot size 2,000 tons), provided normal production rate of the plant is over 200 tons per hour. Immediately notify the Engineer of lot size change. If subsequent test results fall outside the tolerances shown for any mix characteristics listed in **TABLES 613-5 and 613-6**, the subplot size will be decreased to 400 tons. When the increased lot size criteria are again met, the subplot size may be increased to 500 tons.

g. Pre-Production Mix. Test and evaluate a pre-production mix, limited to a maximum of 200 tons from each plant before production of that mix. Evaluate the pre-production mix at initial start-up and after suspension of production resulting from failing test results. Limit pre-production quantities to 100 tons following a suspension of production. Provide a pre-production mix that complies with the "Single Test Value" in **TABLES 613-5 and 613-6**. Except for initial start-up, normal delivery of material to the project before completion of certain test results on pre-production mixes may be authorized by the DME.

At the direction of the Engineer, remove the pre-production mix if it is both out of specification and the material shortens the pavement life or changes the intended function. The Engineer will pay for the replacement of one pre-production mix at 100% of the contract unit price. The payment will be full compensation to the Contractor for the placement and removal of that pre-production mix. KDOT will not be financially responsible for any subsequent failed pre-production mixes (that require removal) for that mix. The removed material is the property of the Contractor.

The Engineer will not pay for pre-production mixes that are required to be replaced due to poor workmanship or equipment failure. The Engineer will make the final decision to remove a failed pre-production mix with input from the Contractor.

h. Suspension of Mix Production. Suspend production of the mix until appropriate corrections have been made, if 2 consecutive test results for any single mix characteristic fail to fall within the limits established by the tolerances shown in the single test value column of **TABLE 613-5**. Additionally, suspend production of the mix until appropriate corrections have been made, if any 3-point moving average value for any single mix characteristic fails to fall within the limits established by the tolerances shown in the 3-point moving average value column of **TABLE 613-5**. Production remains suspended pending the satisfactory results of a pre-production mix, unless waived by the DME.

When the mix fails to meet the criteria listed in **TABLE 613-5**, identify the cause and document, in detail, what corrective action was taken. The JMF may only be adjusted, when requested by the Contractor, and when approved by the Engineer. For significant changes in the JMF, as determined by the Engineer, a new mix design may be required by the Engineer before the JMF is approved.

The Engineer may stop production of HMA at any time the mix or process is determined to be unsatisfactory. Make the necessary corrections before production will be allowed to resume. Failure to stop production of HMA subjects all subsequent material to rejection by the Engineer or acceptance at a reduced price, as determined by the Engineer.

613.8 MEASUREMENT AND PAYMENT

a. Ultrathin Bonded Asphalt Surface. The Engineer will measure UBAS by the ton of material at the time of delivery to the road. Batch weights will not be allowed as a method of measurement, unless all the following conditions are met:

- the plant is equipped with an automatic printer system approved by the Engineer;
- the automatic printer system prints the weights of material delivered; and
- the automatic printer system is used in conjunction with an automatic batching and mixing control system approved by the Engineer.

Provide a weigh ticket for each load. Due to possible variations in the specific gravity or weight per cubic foot of the aggregates, the tonnage used may vary from the proposal quantities and no adjustment in contract unit price will be made because of such variances.

Payment for "HMA Surface (Ultrathin Bonded)" at the contract unit prices is full compensation for the specified work.

Sideroads, entrances and mailbox turnouts that are not shown in the Contract Documents that are to be surfaced shall be paid for at 1½ times the unit price for "HMA Surface (Ultrathin Bonded)".

b. Emulsified Asphalt. The Engineer will measure emulsified asphalt used for tack by the ton. Payment for "Emulsified Asphalt (Emulsion Bonding Liquid)" at the contract unit price is full compensation for the specified work.

c. Quality Control Testing (HMA). The Engineer will measure Quality Control Testing (HMA) performed by the Contractor on a per ton basis of UBAS placed on the project. No adjustment in the bid price will be made for overruns or underruns in the contract quantity. The bid price will constitute payment for all necessary mix design testing, field process control testing, the testing laboratory and all necessary test equipment.

Payment for "Quality Control Testing (HMA)" at the contract unit price is full compensation for the specified work.

06-21-16 C&M (BTH)
Oct-16 Letting

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 802 and replace with the following:

SECTION 802

CONTRACTOR CONSTRUCTION STAKING

802.1 DESCRIPTION

Provide land surveying and construction surveying services and set right-of-way survey monuments according to the Contract Documents, KDOT's Construction Manual-Part III and consistent with standard surveying practices.

For the purposes of this specification, work being performed by the Professional Surveyor shall conform to the Kansas Statutes and Kansas State Board of Technical Profession's Regulations.

Work may be performed by the Professional Surveyor's authorized agents and employees as allowed by the Kansas Statutes and Kansas State Board of Technical Profession's Regulations.

BID ITEMS

Contractor Construction Staking
Right-of-Way Survey Monument
Benchmark Monument (Concrete Cylinder)
Monument Box
Sign (Environmental Mitigation)

UNITS

Lump Sum
Each
Each
Each
Each

802.2 MATERIALS

a. General. Provide the necessary materials to complete the specified surveying services. Provide materials and equipment that comply with the current requirements of the Kansas Statutes, Kansas State Board of Technical Profession's Regulations and the Contract Documents.

b. Benchmark Discs. Provide standard manufacture 2-inch diameter, domed, brass or bronze survey monuments to be set in concrete.

Refer to **subsection 802.3c.(7)** for individual stamping requirements.

c. Concrete. Use commercial grade concrete that complies with **SECTIONS 401 and 402**. Volumetric proportioning and hand mixing of concrete is permitted for concrete footings where small quantities are required.

d. Miscellaneous Materials. Provide the following miscellaneous materials:

- Commercially available steel posts that comply with the physical requirements for steel delineator posts, **DIVISION 1600**;
- 3-inch x 8-inch x 16-gage metal sign blanks;
- Commercially available galvanized 2-inch x 5/16-inch bolts, with 2 flat washers, 1 lock washer and 1 nut per bolt;
- Commercially available 5/8-inch x 30-inch reinforcing steel bars (non-coated); and
- Other miscellaneous materials for R/W Survey Monuments detailed in the Contract Documents.

e. Monument Box. Provide a monument box of the brand and type shown in the Contract Documents.

f. Acceptance of Materials. The Engineer will accept materials for the specified surveying services, right-of-way survey monuments, miscellaneous materials and monument boxes based on compliance with dimensional and other specified requirements and visual inspection for condition.

g. Environmental Mitigation Area Signs. Other miscellaneous materials for the Environmental Mitigation area signs, detailed in the Contract Documents.

- Aluminum sign blanks, **DIVISION 1600**;
- Galvanized U-Posts, 2 lb./ft, **SECTION 1622**;
- Commercially available galvanized 2-inch x 5/16-inch bolts, with 2 flat washers, 1 lock washer and 1 nut per bolt; and
- Other miscellaneous materials for Environmental Mitigation Area Signs detailed in the Contract Documents.

802.3 CONSTRUCTION REQUIREMENTS

a. General.

(1) With the Engineer's approval, the Contractor's surveying operations may begin after the contract is signed, but prior to issuing the Notice to Proceed.

(2) Surveying Personnel. Before performing any surveying operations on the project, inform the Engineer of the Contractor's personnel responsible for land surveying, construction surveying and staking. Provide a Professional Surveyor, trained and experienced in construction staking and licensed by the Kansas State Board of Technical Professions according to Kansas Statutes to perform the required land surveys, the setting of all section corners, right-of-way survey monuments and reference point monuments set on the right-of-way lines.

(3) Provide surveying equipment that complies with the following tolerances:

- **Slope Staking:** Horizontal and Vertical tolerance of ± 0.10 feet (per KDOT Construction Manual - Cross Sections 3.06.02). Use a GPS system, a Total Station, or a Level & Transit.
- **Finish Staking:** (grade hubs, blue tops, string lines, etc.) and Structures: Horizontal tolerance = ± 0.05 feet; Vertical tolerance = ± 0.01 feet (per KDOT Construction Manual, subsection 3.09 - Finishing Stakes, Part III). For Horizontal, use a GPS system or a Total Station. For Vertical, use a Level or Total Station. Do not use GPS for Vertical.
- **Critical Bridge Member Staking:** Horizontal tolerance = ± 0.02 feet; Vertical tolerance = ± 0.01 feet (Vertical as per Construction Manual, subsection 3.09 - Finishing Stakes, Part III). For Horizontal, use a GPS system or a Total Station. For Vertical, use a Level. See **subsection 802.3c.(2)** for Critical Bridge Member Staking.
- **Right of Way Survey Monuments:** For relative precision of all R/W Survey Monuments, comply with the precision expressed in the Kansas Minimum Standards for Boundary Surveys from the project coordinate data. Use a GPS system or Total Station.
- **Project Control Points:** The relative precision of any project control point ± 0.05 feet from the project coordinate data. Use a GPS system or Total Station.
- **Field Notes:** For all land surveying and construction staking, record 2 measurements for verification in the field notes for all PLSS corners and all project control points.
- **GPS equipment:** Take 2 GPS measurements at a minimum interval of 2 hours with the base station at 1 or 2 project control points. Include in the field survey notebooks a copy of the site calibration. The site calibration includes an area extending a minimum of 200 feet beyond the beginning and ending of the project and the construction limits furthest offset to the left and right of the project centerline. Take a minimum of 4 calibration points or as directed by the Engineer. Use the sum of the average residual of the site calibration and the delta of the point being staked.
- **Total Stations:** To verify the tolerances, record total station measurements from 2 project control points (set-up or backsight) to the point being established. Use the average of the 2 resulting coordinate values for the point being staked for the specified tolerances.
- **Levels:** Record in the field notes a turn through each project benchmark as they are encountered during staking activities (per KDOT Construction Manual, subsection - 3.23.05 – Elevations, Part III).
- **Control Stakes:** Do not perform vertical control using GPS.

(4) Before proceeding with the field surveys, provide the Engineer with a written report of any errors or apparent discrepancies found in previous surveys or the Contract Documents. The Engineer will provide the corrections or necessary interpretations.

Correct any deficient engineering layout or construction work that is the result of inaccuracies in the Contractor's surveys or staking operations, or the failure to report inaccuracies found in the work previously done by KDOT, at no additional cost to KDOT.

(5) The Engineer will perform final checks, measurements and surveys involving the determination of any pay quantities. The Engineer may check the accuracy and control of the Contractor's construction staking at any time throughout the duration of the project.

b. Land Surveying.

(1) Before any construction activity starts in the immediate area of an endangered Public Land Survey System (PLSS) corner, recover all endangered section corners and accessories of the PLSS on the project. Endangered PLSS corners are those as defined by Kansas Statutes and/or shown in the Contract Documents as lying within the range from the project centerline to distance 100 feet outside the construction limits, throughout the length of the project. Establish a minimum of 4 reference ties for each endangered PLSS corner. Each reference tie shall be a direct measurement to a precise (hard defined) point. Specify slope or horizontal measurement.

Complete a Land Survey Reference Report marked as a "Notice of Endangerment Activity" for each endangered PLSS corner. File the reports with the appropriate governmental custodian responsible for maintaining those records, as required by Kansas Statutes. Provide the Engineer with copies of the completed reports.

(2) Before any construction activity starts in the immediate area, clearly establish the right-of-way as shown in the Contract Documents. If the R/W Survey Monuments are set initially, determine each monument's position with the project coordinates, project stationing and offset.

(3) Before acceptance of the project, recover and verify, or reset all of the PLSS corners previously reported as endangered PLSS corners. Verify the top of all PLSS corners monuments are $\frac{1}{4}$ to $\frac{1}{2}$ inch below the finish grade on concrete pavement and 4 to 6 inches below the finish grade on asphalt pavement. Establish a minimum of 4 reference ties for each of the PLSS corners. Each reference tie shall be a direct measurement to a precise (hard defined) point. Specify slope or horizontal measurement.

Complete a Land Survey Reference Report marked as a Notice of Completion of Endangerment Activity and Report of Restoration for each restored PLSS corner previously reported as endangered. File the reports with the appropriate governmental custodian responsible for maintaining those records, as required by Kansas Statutes. Provide the Engineer with copies of the completed reports. The Engineer will submit this report to the corresponding District surveyor.

(4) Before acceptance of the project, set supplemental/additional offset control points for each corner of the PLSS on the project that is located in the pavement.

Install one offset control point within public right-of-way along a PLSS line radiating from the corner if said line was determined by the preliminary survey of the project and the offset control point can be placed in an unpaved location, or install 2 offset control points in 2 adjacent quadrants at optimal unpaved locations

The offset control points shall be a brass or bronze capped rebar (minimum of 30 inches long and $\frac{5}{8}$ inch in diameter). Stamp the cap with the Project Number and the stamping "PLSS - O/S".

The preferred locations are:

- An even foot from the PLSS corner;
- Bury control point 4 – 6 inches deep;
- At top of back slope in cut sections;
- Approximately 12 feet off shoulders in fill sections;
- At optimal location to fit conditions.
- Do not place within 7 feet to right-of-way, to avoid utilities.

Include the offset control points on the as-built plans as an additional reference tie to the PLSS corner. Include the project coordinates and station/offset tied to project stationing.

(5) Before the acceptance of the project, set all of the R/W Survey Monuments shown in the Contract Documents. If the R/W Survey Monuments were set initially, visually inspect each R/W Survey Monument to determine if it was either disturbed or destroyed. Reset all of the R/W Survey Monuments that are determined as disturbed or destroyed, at no cost to KDOT. Determine each reset monument's position with both the project coordinates and the project station/offset. Provide the Engineer with a written report of all right-of-way survey monuments set. The Engineer will submit this report to the corresponding District surveyor.

c. Construction Surveying and Staking.

(1) General.

- Check alignment and reference or re-reference all necessary control points.
- Establish or re-establish project centerline.
- Run a level circuit to check or re-establish plan benchmarks; set other benchmarks as needed.
- Take original cross-sections that are not incorporated in the plans.
- Stake or re-stake right-of-way where needed (to be done by a Professional Surveyor).
- Perform all construction layout and reference staking necessary for the proper control and satisfactory completion of all structures, grading, paving, drainage and all other appurtenances required for the completion of the work.
- Construction of ditches and other planned excavation and embankment designated in the Contract Documents may be performed by Global Positioning System (GPS) controlled grading equipment, according to the Contract Documents and this specification. GPS controlled grading equipment does not eliminate the need for finish staking or blue top staking according to the Contract Documents. Once a week, provide the Engineer with documentation (on a preapproved form) verifying machine calibration to monitor, verify, adjust and compensate for the wearing surface of the cutting edge of the machine being utilized.

(a) GPS Equipment. Use GPS controlled grading equipment capable of meeting the end results specified in the Contract Documents. The Engineer may require alternative (non-GPS) verification of shot locations. This could be by witnessing the Contractor take shots with GPS Rover, etc.

(b) Electronic Design Files/GPS Model. When available, KDOT will provide Electronic Design Files for the project. Convert the files provided by KDOT into the format required by the Contractor's system and equipment. Conform to the typical sections. Notify KDOT Design and the Field Office administering the contract, in writing, of any errors, omissions, ambiguities, or perceived inadequacies found in the Electronic Design Files provided by KDOT.

Make no claim on the contract under **SECTION 104**, for additional money, additional time or both because the KDOT produced plans differ from drawings generated from the Electronic Design Files, even if the Contractor did not manipulate the Electronic Design Files before generating the GPS Model. Accept sole responsibility for the adequacy and accuracy of all Contractor-generated, subcontractor-generated, or supplier-generated documents or GPS Models used on the project. Assume the risk of errors and omissions resulting from software conversions, Electronic Design File manipulation or other Electronic Design File creation used by the Contractor, subcontractors, suppliers or any combination thereof.

The GPS Model the Contractor generates from the Electronic Design Files may differ from the Contract Documents. The Contractor assumes the risk of such discrepancies.

KDOT printed plans controls over the related Electronic Design File(s) which controls over the Contractor's GPS Model.

(c) GPS 3D Model. Before beginning any GPS controlled machine grading, provide the KDOT Field Office and KDOT Design with an electronic copy of the GPS 3D Model created for that use. In addition to the GPS machine control, provide centerline stakes, slope stakes and grade stakes from the beginning thru the end of the project, at 500-foot intervals on straight runs, and at 250-foot intervals on curves, transitions, intersections, interchanges and break points. The Engineer may require closer staking intervals for other locations, such as transition areas. GPS controlled machine grading does not eliminate the need for finish staking or blue top staking.

The Engineer may review the Contractor's GPS machine control grading results, surveying calculations, records, field procedures and actual staking at any time. If the Engineer determines the work is not meeting the required horizontal and vertical tolerances, see Unacceptable Work, **SECTION 105**.

Contractor delays or errors due to operating the GPS machine control system will not result in any adjustment under **SECTION 104**, for additional money, additional time or both.

(2) Bridge. Prior to construction, set project control points and Critical Bridge Element control points for the horizontal and vertical location of the Critical Bridge Element features by a Professional Surveyor. Critical Bridge Elements include, but are not limited to the features listed in **TABLE 802-1**.

Prior to construction, provide an independent survey performed by a different Professional Surveyor to check the accuracy of the original survey of project control points and locations of the Critical Bridge Element features.

Report any differences or discrepancies to the Project Engineer.

Resolve any differences or discrepancies, prior to construction of the Critical Bridge Elements.

After the Critical Bridge Elements have been constructed, provide a survey by a Professional Surveyor to verify the locations and elevations of the Critical Bridge Elements.

All surveys shall be within the tolerances for that bridge element allowed in the Contract Documents. Report any discrepancies in excess of the tolerances to the Project Engineer.

TABLE 802-1: CRITICAL BRIDGE ELEMENTS	
Critical Element	Critical Component(s)
Spread Footing	Location & Elevation of CL
Pile Cap Footing	Location & Elevation of CL
Drilled Shaft	Location & Elevation of Center
Drilled Shaft Cap	Location & Elevation of CL
Column	Location & Elevation of Center
Pile Bent with Web Wall	Location & Elevation of CL
Abutment Beam/Bearing Seat	Location & Elevation of CL
Pier Beam/Bearing Seat	Location & Elevation of CL
Bearing Devices	Location & Elevation of CL, Temp. Offset
Bearing Stiffener	Location & Elevation of CL, Temperature Offset
Girder/Beam	Location of CL
Anchor Bolts/Preformed Holes	Location of CL
Expansion Device	Gap (Corrected for Temp) and Alignment
Fillets (Tenth Points)	Elevation
Surface of Forms (Slab Bridge Tenth Points)	Elevation
Post-tensioning Duct	Location & Elevation
Bolted Field Splice	Elevation

(3) Documentation. Provide and maintain a current copy of all field survey notebooks at the project site at all times. Produce the original field survey notebooks for inspection upon request by the Engineer. Include a detailed list of any abbreviations, codes, formatting or other nomenclature contained in the notebooks to facilitate clarity of the notes. Provide either one or a combination of both of the following types of notes, as directed by the Engineer:

- Provide standard, bound field notebooks where the handwritten field notes are indexed and kept in a clear, orderly and neat manner consistent with standard surveying practices and according to KDOT's procedures.
- Provide a legible ASCII file for electronic field notes where the "theoretical (calculated) point" can be checked against the "established point" set in the field. This method allows for a check of the inverse distance and direction for error tolerance. This procedure should be utilized for points with elevations. Before any construction staking begins, the procedures for all electronic field notes must be approved by the Engineer.

(4) Offset Horizontal Control (HC) Points. On projects 1 mile or longer, a Professional Surveyor shall set offset HC points. For projects up to 4 miles long, set 4 evenly spaced offset HC points. For projects over 4 miles, add an offset HC point for each additional mile or part thereof.

The preferred locations are:

- As directed by the Engineer;
- On hill tops;
- At top of back slope in cut sections;
- Approximately 12 feet off shoulders in fill sections;
- At optimal location to fit conditions.
- Do not place within 7 feet to right-of-way, to avoid utilities.

The offset HC points shall be a brass or bronze capped rebar (minimum of 30 inches long and $\frac{5}{8}$ inch in diameter) placed in a concrete footing (6-inch diameter, minimum 4-foot depth into the ground) cast in place. Recess the cap approximately $\frac{1}{4}$ inch below the concrete. Stamp the cap with the Project Number and an ID of sequential numbers starting with one and running with project stationing [i.e.: KA-1234 HC1].

Provide the Engineer with a written report of all project offset HC points, listing the offset HC point number, project coordinates, and station/offset, and its physical location. The Engineer will submit this report to the corresponding District surveyor.

(5) Monuments. Upon completion of the surfacing, a Professional Surveyor shall recover and verify or reset all of the field survey monuments (such as P.I.'s, P.O.T.'s, P.C.'s, P.T.'s, P.O.S.T.'s,) on the project centerlines or baselines, as shown in the Contract Documents. Verify that the top of the field survey monuments are set a maximum of ½ inch below the finish grade on concrete pavement, or a maximum of 6 inches below the finish grade on asphalt pavement. Verify the accuracy of the locations of all field survey monuments versus those of the project centerlines or baselines shown in the Contract Documents. Establish a minimum of 4 reference ties for each of the field survey monuments on the project centerlines or baselines.

(6) Reports. Provide a written report to the Engineer indicating the descriptions of all field survey monuments and their 4 reference ties, regardless if the information in the Contract Documents was revised or not. Include in the report "station calls" for each of the field survey monuments (such as P.I.'s, P.O.T.'s, P.C.'s, P.T.'s, P.O.S.T.'s) on the project centerlines or baselines shown in the Contract Documents. The Engineer will submit this report to the corresponding District surveyor.

(7) Benchmarks. Recover and verify all of the project benchmarks shown in the Contract Documents. Establish permanent replacement benchmarks for all project benchmarks that were destroyed during the construction using one of these methods:

- A benchmark disc "set in place" on new concrete structure.
- A benchmark disc "drilled and grouted" on existing concrete structure.
- A benchmark disc set in the top of a concrete footing (6-inch diameter x 4-foot depth into the ground, minimum) cast in place.
- As directed by the Engineer.

Stamp the benchmark caps with the "Project Number" and the permanent replacement benchmark number as a letter designation following the benchmark it is replacing (i.e.: destroyed BM #21 is replaced by BM #21A). Without exception verify that the maximum spacing between benchmarks is a maximum of 30 feet in vertical difference, 500 feet in horizontal distance in urban areas or 1500 feet in horizontal distance in rural areas.

Provide the Engineer with a written report of all post project benchmarks, listing the benchmark number, elevation, project stationing and offset, and a complete description of the monument type and its physical location. Include in the report, all of the remaining benchmarks shown in the Contract Documents, the permanent replacement benchmarks and the remaining additional "construction benchmarks" used for the staking of the project. Do not include in the report any "temporary benchmarks" used for the construction staking of the project that are classified as "temporary" or "degradable" in nature. The Engineer will submit this report to the corresponding District surveyor.

d. Right-of-Way Survey Monuments. A Professional Surveyor shall set all right-of-way survey monuments on and along the KDOT right-of-way lines at these locations:

- All P.I. locations along normal/tangent sections.
- All P.C. and P.T. locations along curved sections.
- At an offset where a physical obstruction impedes the exact location.

Set all Reference Point monuments on and along KDOT right-of-way at these locations:

- At inter-visible points a maximum of 1320 feet apart where the right-of-way is straight, or on a continuous horizontal curve of constant radius.
- At the crest of a sharp hill or the shoulders of a large/rounded hill.
- At the treeline/brushline/cropline on both sides of a creek or river.
- As directed by the Engineer.

Set all right-of-way survey monuments according to the Contract Documents.

Fasten the R/W sign to the witness post in this sequence: bolt, flat washer, sign, post, flat washer, lock washer and nut.

When conditions warrant, the Engineer may adjust the specified depth. The depth shall be 15 inches in cultivated areas, 4 inches in pasture areas, drilled and grouted in rock, or a depth directed by the Engineer. When it is impossible to set a right-of-way survey monument at the exact point because of an obstruction, set the right-of-way survey monument along the right-of-way line, or the extended right-of-way line, on both sides of the obstruction. Use

1-foot increments for the offset distance from the exact point to the set monument. Field stamp the aluminum cap “O/S” either below or to the right of the “R/W” stamping.

e. Concrete Footings. When required, construct footings of commercial grade concrete according to the Contract Documents.

Extend the top of the footing slightly above the ground line and steel trowel to a smooth finish with a slope to drain away from the post.

f. Monument Box. When required, install the monument box and survey marker by a Professional Surveyor as shown in the Contract Documents.

If the monument box is installed in concrete pavement, use the same mix as used in the pavement.

g. As-Built Construction Plans and Survey Notebooks. Upon completion of the project, provide the Engineer with a set of electronic as-built construction plans in a pdf file format with the following information:

- As-built survey information shall be red in color on the plans;
- The monument descriptions and the 4 reference ties for all restored PLSS corners;
- The monument descriptions and the 4 reference ties for all field survey monuments on the project centerline or baseline;
- The monument descriptions and the 4 reference ties for all Offset Horizontal Control (HC) Points on the project; include the project coordinates and station/offset tied to project stationing.
- The project stationing and offset of the final position of every right-of-way survey monument and project alignment reference point that was set;
- The permanent replacement benchmarks and remaining construction benchmarks with benchmark number, project station/offset, elevation, and description;
- Stamped on the Signature and Seal sheet by a Professional Surveyor.

Deliver the original field survey notebooks and as-built construction plans to the Engineer upon completion of the project. See **TABLE 802-2**.

h. Sign (Environmental Mitigation). Install environmental mitigation area signs (including posts) as shown in the Contract Documents.

802.4 MEASUREMENT AND PAYMENT

The Engineer will measure each right-of-way survey monument, benchmark monument (concrete cylinder), monument box and environmental mitigation area signs (including posts) as a unit. Contractor construction staking will be measured by the lump sum.

The Engineer will make partial payments according to **TABLE 802-2**. The Engineer may adjust the **TABLE 802-2**, based on Contractor’s progress and project complexity.

TABLE 802-2: CONSTRUCTION STAKING PAYMENT SCHEDULE*	
Percent of Original Contract Amount Completed	Percent of Bid Item Paid
Work Started	25%
5%	40%
25%	60%
50%	80%
70%	95%
All field books, As-Built construction plans (subsection 802.3g.) and records have been submitted to the Engineer.	100%

*Until all appropriate information is received, and the bid item is 100% paid, the work is considered incomplete and subject to **SECTION 108**.

The Percent of Original Contract Amount Completed = the amount earned by the Contractor divided by the total dollar value of the original contract (all bid items).

Payment for "Contractor Construction Staking", "Right-of-Way Survey Monument", "Benchmark Monument (Concrete Cylinder)", "Monument Box" and "Sign (Environmental Mitigation)" at the contract unit prices is full compensation for the specified work.

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Nov-18 Letting

**KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, 2015 EDITION**

SECTION 1116

AGGREGATES FOR ON GRADE CONCRETE

1116.1 DESCRIPTION

This specification is for coarse aggregates, intermediate aggregates, fine aggregates, mixed aggregates (coarse, intermediate and fine material) and miscellaneous aggregates for use in construction of concrete placed on grade.

For Intermediate Aggregates and Mixed Aggregates, consider any aggregate with 30% or more retained on the No. 8 sieve to be Coarse Aggregate.

1116.2 REQUIREMENTS

a. Quality of Individual Aggregates.

(1) Provide aggregate for concrete that complies with the following requirements. Crushed aggregates with less than 20% material retained on the 3/8" sieve must be produced from a source complying with these requirements prior to crushing. Fine Aggregates for Concrete have additional Quality Requirements stated in subsection 1116.2e.(2).

Soundness by Freeze/Thaw (min.) (KTMR-21)*	0.90
Wear Grading B (max.)(AASHTO T 96)**	50%
Additional Requirements:***	
Modified Soundness by Freeze/Thaw (min.) (KTMR-21)	0.90
Relative Dynamic Modulus of Elasticity, minimum (KTMR-22 @ 660 F/T cycles) ...	95
Expansion, maximum (KTMR-22 @ 660 F/T cycles)	0.025%
* Soundness (KTMR-21) requirements do not apply to aggregates having less than 10% material retained on the No. 4 sieve.	
** Wear (AASHTO T 96) requirements do not apply to aggregates having less than 10% retained on the No. 8 sieve.	
***The additional requirements do not apply for uncrushed sand-gravel aggregates having less than 5% material retained on the 1/2" sieve.	

(2) All predominately siliceous aggregate must comply with the Wetting & Drying Test requirements, or be used with a Coarse Aggregate Sweetener, or will require Supplemental Cementitious Materials (SCM) to prevent Alkali Silica Reactions (ASR). Refer to TABLE 401-4 to determine the need for ASTM C 1567 Testing. When required, provide the results of mortar expansion tests of ASTM C 1567 using the project's mix design concrete materials at their designated percentages. Provide a mix with a maximum expansion of 0.10% at 16 days after casting. Provide the results to the Engineer at least 15 days before placement of concrete on the project.

Wetting & Drying Test of Siliceous Aggregate for Concrete (KTMR-23)
Concrete Modulus of Rupture:

- At 60 days, minimum..... 550 psi
- At 365 days, minimum..... 550 psi

Expansion:

- At 180 days, maximum 0.050%
- At 365 days, maximum 0.070%

- Aggregates produced from the following general areas are exempt from the Wetting and Drying Test:
- Blue River Drainage Area.
 - The Arkansas River from Sterling, west to the Colorado state line.

- The Neosho River from Emporia to the Oklahoma state line.

(3) Coarse Aggregate Sweetener. Types and proportions of aggregate sweeteners to be used with Mixed Aggregates are listed in **TABLE 1116-1**.

TABLE 1116-1: COARSE AGGREGATE SWEETENER	
Type of Coarse Aggregate Sweetener	Proportion Required by Percent Weight
Crushed Sandstone*	40 (minimum)
Crushed Limestone or Dolomite*	40 (minimum)
Siliceous Aggregates meeting subsection 1116.2a.(2)	40 (minimum)
Siliceous Aggregates not meeting subsection 1116.2a.(2) **	30 (maximum)

*Waive the minimum portion of Coarse Aggregate Sweetener for all intermediate and fine aggregates that comply with the wetting and drying requirements for Siliceous Aggregates. In this case, combine the intermediate, fine and coarse aggregate sweetener in proportions required to comply with **subsection 1116.2a.(2)**

**To be used only with intermediate and fine aggregates that comply with the wetting and drying requirements of Siliceous Aggregates unless a Supplemental Cementitious Material is utilized.

(4) Deleterious Substances. Maximum allowed deleterious substances by weight are:

- Clay lumps and friable particles (KT-7) 1.0%
- Coal (AASHTO T 113)..... 0.5%
- Shale or Shale-like material (KT-8)..... 0.5%
- Sticks (wet) (KT-35)..... 0.1%
- Sum of all deleterious 1.5%

b. Mixed Aggregates

(1) Composition. Provide coarse, intermediate, and fine aggregates in a combination necessary to meet **subsection 1116.2b.(2)**. Use a proven optimization method such as ACI 302.1 or other method approved by the Engineer. Aggregates may be from a single source or combination of sources.

(2) Product Control.

(a) Gradations such as those shown in **TABLE 1116-2** have proven satisfactory in reducing water demand while providing good workability. Adjust mixture proportions whenever individual aggregate grading varies during the course of the work. Use the gradations shown in **TABLE 1116-2**, or other gradation approved by the Engineer.

Optimization is not required for concrete for patching pavements more than 10 years old, or Commercial Grade Concrete. The Engineer may waive the optimization requirements if the concrete meets all the requirements of **DIVISION 400** and/or **DIVISION 500**.

Follow these guidelines:

1. Do not permit the percent retained on two adjacent sieve sizes to fall below 4%;
2. Do not allow the percent retained on three adjacent sieve sizes to fall below 8%; and
3. When the percent retained on each of two adjacent sieve sizes is less than 8%, the total percent retained on either of these sieves and the adjacent outside sieve should be at least 13%.
 (for example, if both the No. 4 and No. 8 sieves have 6% retained on each, then:
 1) the total retained on the 3/8 in. and No. 4 sieves should be at least 13%, and
 2) the total retained on the No. 8 and No. 16 sieves should be at least 13%.)

TABLE 1116-2: ALLOWABLE GRADING FOR MIXED AGGREGATES FOR CONCRETE													
Type	Usage	Percent Retained - Square Mesh Sieves											
		1 1/2"	1"	3/4"	1/2"	3/8"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200
MA-3	Optimized All Concrete		0	2-12	Note ¹	Note ¹	Note ¹	Note ¹	Note ²	Note ²	Note ²	95-100 ⁴	98-100 ⁵
MA-4	Optimized All Concrete ³	0	2-12	Note ¹	Note ¹	Note ¹	Note ¹	Note ¹	Note ²	Note ²	Note ²	95-100 ⁴	98-100 ⁵
MA-5	Optimized All Concrete		0	2-12	8 min	22-34		55-65		75 min		95-100	98-100
MA-7	Contractor Design KDOT Approved	Proposed Grading that does not correspond to other limits in this table but meet the requirements for concrete in DIVISION 400 and/or DIVISION 500.											98-100

¹ Retain a maximum of 22% and a minimum of 6% of the material on each individual sieve.

² Retain a maximum of 15% and a minimum of 6% of the material on each individual sieve.

³ Maximum top size of Limestone is 3/4".

⁴ Retain a maximum of 7% on the No. 100 sieve

⁵ Retain a maximum of 2% on the No. 200 sieve

- (b) Optimization Requirements for all Gradations, except MA-7.
- Actual Workability must be within ± 5 of Target Workability.

Where: W_A = Actual Workability
 W_T = Target Workability
 CF = Coarseness Factor

1. Determine the Grading according to KT-2
2. Calculate the Coarseness Factor (CF) to the nearest whole number.

$$CF = \frac{+3/8'' \text{ Material \% Retained}}{+ \# 8 \text{ Material \% Retained}} \times 100$$

3. Calculate the Actual Workability (W_A) to the nearest whole number as the percent material passing the #8 sieve.

$$W_A = 100 - \% \text{ retained on \#8 sieve}$$

4. Calculate the Target Workability (W_T) to the nearest whole number where
 For 517 lbs cement per cubic yard of concrete

$$W_T = 46.14 - (CF/6)$$

For each additional 1 lb of cement per cubic yard, subtract 2.5/94 from the Target Workability.

Maintain an Actual Workability within ± 5 of the Target Workability for combined aggregates.

- (c) Deleterious Substances. **Subsection 1116.2a.(4)**, as applicable.
- (d) Uniformity of Supply. Designate or determine the fineness modulus (grading factor) for each aggregate according to the procedure listed in Section 5.10.5-Fineness Modulus of Aggregates (Gradation Factor) of Part V before delivery, or from the first 10 samples tested and accepted. Provide aggregate that is within ±0.20 of the average fineness modulus.

Provide a single point grading for the combined aggregates along with a plus/minus tolerance for each sieve. Use plus/minus tolerances to perform quality control checks and by the Engineer to perform aggregate grading verification testing. The tests may be performed on the combined materials or on individual aggregates, and then theoretically combined to determine compliance.

(3) Handling of All Aggregates.

- (a) Segregation. Before acceptance testing, remix all aggregate segregated by transit or stockpiling.
- (b) Stockpiling.
 - Maintain separation between aggregates from different sources, with different gradings or with a significantly different specific gravity.
 - Transport aggregate in a manner that promotes uniform grading.
 - Do not use aggregates that have become mixed with earth or foreign material.
 - Stockpile or bin all washed aggregate produced or handled by hydraulic methods for 12 hours (minimum) before batching. Rail shipment exceeding 12 hours is acceptable for binning provided the car bodies permit free drainage.
 - Provide additional stockpiling or binning in cases of high or non-uniform moisture.
 - Stockpile accepted aggregates in layers 3 to 5 feet thick. Berm each layer so that aggregate do not “cone” down into lower layers.

c. Coarse Aggregates for Concrete.

(1) Composition. Provide coarse aggregate that is crushed gravel or crushed stone meeting the quality requirements of **subsection 1116.2a**. Consider limestone, calcite cemented sandstone, rhyolite, quartzite, basalt and granite as crushed stone.

Mixtures utilizing siliceous aggregate not meeting **subsection 1116.2a.(2)** may require supplemental cementitious materials to prevent Alkali Silica Reactions. Provide the results of mortar expansion tests of ASTM C 1567 using the project’s mix design concrete materials at their designated percentages. Provide a mix with a maximum expansion of 0.10% at 16 days after casting. Provide the results to the Engineer at least 15 days before placement of concrete on the project.

(2) Product Control. Use gradations such as those in **TABLE 1116-3** which have been shown to work in Optimized Mixed Aggregates, or some other gradation approved by the Engineer that will provide a combined aggregate gradation meeting **subsection 1116.2b**.

(3) Deleterious Substances. **Subsection 1116.2a.(4)**, as applicable.

TABLE 1116-3: GRADING REQUIREMENTS FOR COARSE AGGREGATES									
Type	Composition	Percent Retained - Square Mesh Sieves							
		1 ½"	1"	¾"	½"	3/8"	No. 4	No. 8	No. 30
CPA-1	Crushed Gravel or Crushed Stone	0	0-10	14-35	-	50-75	-	95-100	-
CPA-3	Crushed Gravel or Crushed Stone	-	-	0	0-35	30-70	75-100	95-100	-
CPA-4	Crushed Gravel or Crushed Stone	-	0	0-20	-	-	-	95-100	-

d. Intermediate Aggregate for Concrete.

(1) Composition. Provide intermediate aggregate for mixed aggregates (IMA) that is crushed stone, natural occurring sand, or manufactured sand meeting the quality requirements of **subsection 1116.2a**.

(2) Product Control. Provide IMA grading when necessary to provide a combined aggregate gradation meeting **subsection 1116.2b**.

(3) Deleterious Substances. **Subsection 1116.2a.(4)**, as applicable.

(4) Organic Impurities (AASHTO T21). The color of the supernatant liquid is equal to or lighter than the referenced standard solution.

e. Fine Aggregates for Concrete.

(1) Composition.

- (a) Type FA-A. Provide either singly or in combination natural occurring sand resulting from the disintegration of siliceous or calcareous rock, or manufactured sand produced by crushing predominately siliceous materials meeting the quality requirements of **subsection 1116.2a**. and **subsection 1116.2e.(2)**.

(2) Additional Quality Requirements.

(a) Mortar strength and Organic Impurities. If the DME determines it is necessary, because of unknown characteristics of new sources or changes in existing sources, provide fine aggregates that comply with the following:

- Mortar Strength (KTMR-26). Compressive strength when combined with Type III (high early strength) cement:
 - At age 24 hours, minimum 100%*
 - At age 72 hours, minimum 100%*

*Compared to strengths of specimens of the same proportions, consistency, cement and standard 20-30 Ottawa sand.
- Organic Impurities (AASHTO T 21). The color of the supernatant liquid is equal to or lighter than the reference standard solution.

(3) Product Control.

(a) Size Requirements. Provide FA-A that comply with **TABLE 1116-4** or some other gradation approved by the Engineer that will provide a combined aggregate gradation meeting **subsection 1116.2b**.

TABLE 1116-4: GRADING REQUIREMENTS FOR FINE AGGREGATES FOR CONCRETE								
Type	Percent Retained-Square Mesh Sieves							
	3/8"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200
FA-A	0	0-10	0-27	15-55	40-77	70-93	90-100	98-100

(b) Deleterious Substances.

- Type FA-A: Maximum allowed deleterious substances by weight are:
 - Coal (AASHTO T113).....0.5%
 - Sticks (wet) (KT-35).....0.1%
 - Sum of all deleterious0.5%

f. Miscellaneous Aggregates for Concrete.

(1) Aggregates for Mortar Sand, Type FA-M.

(a) Composition. Provide aggregates for mortar sand, Type FA-M that is natural occurring sand.

(b) Quality.

- Mortar strength and Organic Impurities. If the DME determines it is necessary, because of unknown characteristics of new sources or changes in existing sources, provide aggregates for mortar sand, Type FA-M that comply with the following:
 - Mortar Strength (KTMR-26). Compressive strength when combined with Type III (high early strength) cement:
 - At age 24 hours, minimum 100%*
 - At age 72 hours, minimum 100%*

* Compared to strengths of specimens of the same proportions, consistency, cement and standard 20-30 Ottawa sand.
 - Organic Impurities (AASHTO T 21). The color of the supernatant liquid is equal to or lighter than the reference standard solution.

(c) Product Control.

- Size Requirements. Provide aggregates for mortar sand, Type FA-M that comply with **TABLE 1116-5**.

TABLE 1116-5: GRADING REQUIREMENTS FOR MORTAR SAND								
Type	Percent Retained - Square Mesh Sieves							Gradation Factor
	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200	
FA-M	0	0-2	0-30	20-50	50-75	90-100	98-100	1.70-2.50

- Deleterious Substances. **Subsection 1116.2a.(4)**, as applicable.

(2) Lightweight Aggregates.

(a) Composition. Provide a lightweight aggregate consisting of expanded shale, clay or slate produced from a uniform deposit of raw material.

(b) Quality.

- Soundness, minimum (KTMR-21) 0.90
- Loss on Ignition 5%

(c) Product Control.

- Size Requirements. Use gradations such as those in **TABLES 1116-3** and **1116-4** which have been shown to work in Optimized Mixed Aggregates, or some other gradation approved by the Engineer that will provide a combined aggregate gradation meeting **subsection 1116.2b**.
- Deleterious Substances. **Subsection 1116.2b.(2)(c)** as applicable.
- Organic Impurities (AASHTO T 21). The color of the supernatant liquid is equal to or lighter than the reference standard solution.
- Unit Weight (dry, loose weight) (max.) 1890 lbs/cu yd

(d) Concrete Making Properties. Drying shrinkage of concrete specimens prepared with lightweight aggregate proportioned as shown in the Contract Documents cannot exceed 0.07%.

(e) Uniformity of Supply. Designate or determine the fineness modulus (grading factor) according to procedure listed in Part V, Section 5.10.5-Fineness Modulus of Aggregates (Gradation Factor) before delivery, or from the first 10 samples tested and accepted. Provide aggregate that is within ± 0.20 of the average fineness modulus.

(f) Proportioning Materials. Submit mix designs for concrete using modified lightweight aggregate to Construction and Materials for approval prior to use.

(g) Stockpiling. Stockpile accepted aggregates in layers 3 to 5 feet thick. Berm each layer so that aggregate do not "cone" down into lower layer.

1116.3 TEST METHODS

Test aggregates according to the applicable provisions of **SECTION 1115**.

1116.4 PREQUALIFICATION

Aggregates for concrete must be prequalified according to **subsection 1101.4**.

1116.5 BASIS OF ACCEPTANCE

The Engineer will accept aggregates for concrete based on the prequalification required by this specification and **subsection 1101.5**.